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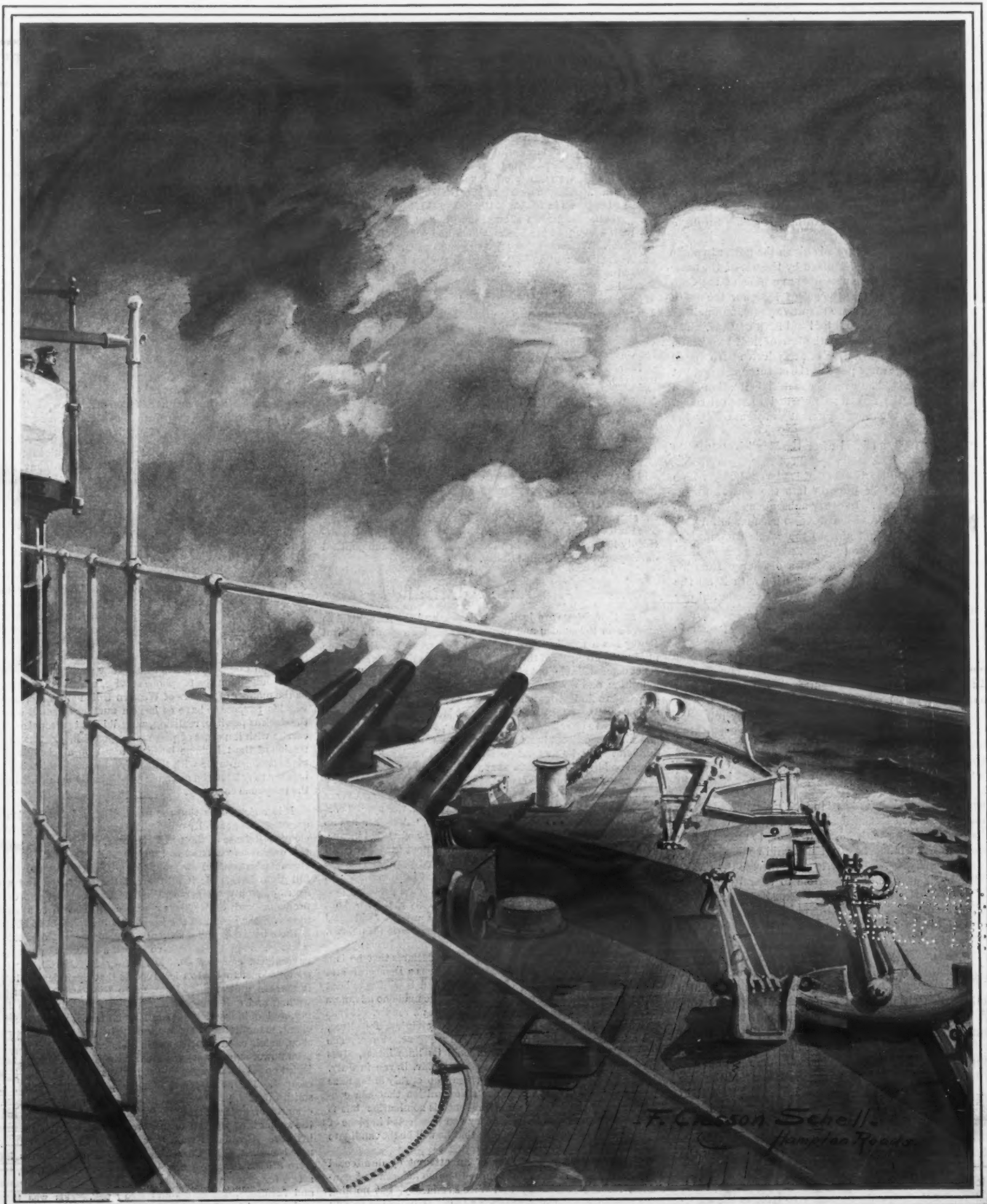
LESLIE'S WEEKLY

ILLUSTRATED

VOL. XC.—No. 2328.
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NEW YORK, APRIL 21, 1900.

PRICE, 10 CENTS. \$4.00 YEARLY,
15 WEEKS \$1.00.
Entered as second-class matter at the New York Post-Office.



A TERROR OF THE SEA—THE DOUBLE-TURRETED "KEARSARGE."

A NEW FEATURE OF NAVAL ARCHITECTURE WHICH MAY REVOLUTIONIZE THE CONSTRUCTION OF GREAT BATTLE-SHIPS.
DRAWN FOR "LESLIE'S WEEKLY" BY ITS MARINE ARTIST, F. CRESSON SCHELL. FOR A FULL VIEW OF THE "KEARSARGE" SEE
QUADRUPLE-PAGE SUPPLEMENT IN THIS ISSUE—SHIP NO. 1.—[SEE PAGE 306.]

LESLIE'S WEEKLY.

PUBLISHED BY THE JUDGE COMPANY.

Judge Building, No. 110 Fifth Avenue, New York.

EUROPEAN SALES-AGENTS: The International News Company, Bream's Building, Chancery Lane, E. C. London, England; Saarbach's News Exchange, Mainz, Germany; Brentano's, Paris, France.

SATURDAY, APRIL 21, 1900.

SUBSCRIPTION RATES.

Terms: \$4.00 per year; \$2.00 for six months.
Foreign Countries in Postal Union, \$5.00.

Subscriptions payable in advance by draft on New York, or by express or postal order, not by local checks, which, under present banking regulations of New York, are at a discount in that city.

Why the Bankruptcy Law Should Be Repealed.

(Contributed Article to Leslie's Weekly.)



CONGRESSMAN J. P. DOLLIVER.

THERE have been four laws on the statute-books of the United States on the subject of bankruptcy. The first was enacted in 1800, the second in 1841, the third in 1867, and the fourth in 1898. All of these were based upon the clause of the eighth section of the first article of the Constitution, which gives to Congress the "power to establish uniform laws on the subject of bankruptcies, throughout the United States."

In an ordinary case Congress is given the power to make laws, but this power is solemnized by the use of the same word which appears in the preamble as a basis of the Constitution itself; yet neither the act of 1800 nor the act of 1841 was designed to live more than five years, and neither of them was allowed to reach its legal limit of time. The law of 1800 lasted three years, the law of 1841 two years, the law of 1867 eleven years. Each was drawn with ample detail, covering page after page of the statutes-at-large, yet none of them received any further material attention from Congress, except the few words needed to repeal them. They all got on by the same argument and went off by the same experience.

The law of 1800, modeled after the English statutes in force at that time, introduced a system of compulsory bankruptcy, applicable to merchants and traders only, by which failing debtors might be brought into the courts on complaint of their creditors. In every subsequent law, including the present one, provision has also been made for voluntary bankruptcy, applicable to the whole community, by which anybody can go into court, place his assets, if he has any, at its disposal and obtain a discharge from his debt. The present law, therefore, carries with it all the objections which lie against the system of compulsory bankruptcy, and in addition to them the still weightier objections which lie against the policy of inviting men to wipe out their indebtedness at their own convenience by a decree of the court.

There never was in the United States any popular demand for a bankrupt law, except after times of commercial disaster, and then only for the purpose of setting upon their feet the victims of panic and misfortune, by relieving them of their old indebtedness. Whether even such a thing as that ought to be done is an open question, in which probably the weight, if not of authority, at least of humane sympathy, is with those who bear the hopeless burden of debt.

The law of 1800 did not have in it this element of grace and mercy. It was intended simply to enable wholesale merchants, in dealing with failing debtors, to secure a fair distribution of their assets. If that could be done by any bankruptcy law, without involving evils worse than those corrected by it, it would be possible to tolerate a system which converts the United States courts into agencies for the collection of bad debts. But experience, both here and in England, shows that the system itself is fatally defective. Its defects are not of form and administration, as many suppose. They are in the very nature of the thing.

It is impossible to designate the acts of bankruptcy upon which the process is based in such a way as to avoid a fraudulent disposition of assets by the failing merchant. The debtor will always know his condition better than the creditor, and unless he is an honest man will take care of himself before the assistance of the court is invoked by his creditors. In the debate which ended in the repeal of the act of 1800, Mr. Hastings, of Massachusetts, stated the case against the law in a single sentence. He said: "If it shall be continued, I hope the title of it will be changed, and that instead of 'An act for the establishment of a uniform system of bankruptcy,' it will be called an act for the establishment of a uniform system of fraud throughout the United States." (Annals Seventh Congress, page, 552.)

If it be contended that the law ought to be amended, and not repealed, it is only necessary to refer to the experience of Parliament in dealing with the same subject in England; for Lord Sherbrooke, writing in the August

(Continued on page 307.)

The East in the Coming Census.

THE figures of population and wealth in the Eastern States which the census of 1900 will show will undoubtedly surprise the country. A great growth will be shown in the West, the Pacific slope, and the South. Some points on the expansion in population and industries in the three sections last named have recently been presented in LESLIE'S WEEKLY. But a rapid increase is under way in the East also, and this will create astonishment, because it has not been expected.

"Why, sir, I have already heard of six States in contemplation west of the Mississippi, and some say that there will be, at no great distance of time, more," exclaimed Josiah Quincy, of Massachusetts, in his memorable speech in the House of Representatives, in 1811, against the admission of Louisiana to statehood. "I have also heard that the mouth of the Ohio will be far to the east of the centre of the contemplated empire. You have no right to throw the rights and liberties and property of this people (the people of the Eastern States) into the hotch-pot with the wild men of the Missouri, or with the mixed, though more respectable, race of Anglo-Hispano-Gallo-Americans who bask on the sands at the mouth of the Mississippi." The fears which Quincy expressed ninety years ago were voiced by many other Eastern men at that time and later, and in still more lurid language.

Time, however, has played strange pranks with those forebodings. The six States west of the Mississippi which Quincy's fancy conjured up have grown to nineteen. The geographical centre of the contiguous part of the United States is far to the west of the mouth of the Ohio, and is near the middle of Kansas. Moreover, Alaska was acquired a third of a century ago, the country's boundary lines were moved outward in 1898, and there is a chance that the territorial limits of the United States may expand still farther at some time.

But the Eastern States continue to thrive with the rest of the country. About a quarter of the States in the West and the East had censuses in 1895, and the East held its own well in the comparison. Minnesota showed the greatest increase—twenty per cent.—of any of the States which had counts of population that year. Wisconsin grew fifteen per cent., Oregon eleven per cent., Michigan and Iowa each seven per cent., while Kansas showed a falling off in population. Massachusetts, however, showed a gain in population of fifteen per cent. (as great as Wisconsin's) in the same time, while Rhode Island and New Jersey each grew eleven per cent. The average growth of all the States which had censuses in 1895 was ten per cent. While the expansion in the three Eastern States which figured in the list was above that mark.

New York, whose population in 1890 stood a little below 6,000,000, will undoubtedly show a total in excess of 7,000,000 in 1900, or almost double that of the entire United States at the first national census, that of 1790. Pennsylvania will have an aggregate in 1900 of more than 6,000,000, and Massachusetts of nearly 3,000,000. In wealth the ratio of increase will be greater in the East than it will be in the West.

The growth which Census Director Merriam's report this year will show on the Atlantic coast will surprise the country. The tables of bank clearances and railroad earnings, grouped by sections, for the past few years, are a revelation on this point; the average newspaper reader does not grasp these indications. The States on the sunrise side of the Alleghenies are still a decidedly important factor in the social, industrial, and political development of the United States.

The Late Admiral.

THE thoughtless are inclined to laugh and the thoughtful to grieve over the sudden and unexpected disclosure that Admiral Dewey has a burning ambition to occupy with Mrs. Dewey the pleasant apartments of the White House. Not that this ambition is not commendable, but chiefly because it reveals a vacillation, indecision, and weakness of judgment which we were totally unprepared to find in one who had been so recently crowned as the nation's hero. If, after the victory at Manila, when the people were eager to offer him its highest honor, the admiral had been undecided or reticent in refusing it the situation would have been different. But he was outspoken in a firm declaration that he sought no higher honor than that which the naval service could offer. He speaks now too late.

In his interview on the 19th of February, something over a year ago, he said to the Hon. Edwin Wildman, the special correspondent of LESLIE'S WEEKLY at Manila, "A soldier has no politics. I came from Vermont, and you know what that means. To be anything but a Republican in Vermont is to be a man without a party. Our flag-lieutenant comes from Georgia. He tells me that to be anything but a Democrat in the South is to be a nobody. If I had lived in the South I would probably be a Democrat." The admiral added unhesitatingly that he was not a candidate or available as a candidate for the Presidential nomination, that he would not accept the nomination if offered, that his field of service was in the navy and nowhere else.

Suddenly, at this late day, the admiral declares that he is a candidate for the office of President, that he is a Democrat, and that he has heard the voice of the people and is willing to heed the call. The two great political parties have made no advances in favor of the acceptance of Admiral Dewey's tender. It is as settled as anything can be that President McKinley, if he lives, will be renominated by the Republican party next June. The Democratic organization, if it can hold its lines intact, gives every evidence of a purpose to nominate Mr. Bryan in July. There may be sufficient time for those who openly antagonize the Bryanite platform to organize an opposition that can control a third of the delegates and prevent his nomination, but it is inconceivable that Admiral Dewey can be selected in place of Bryan, and it is equally improbable that he will be the candidate of a third party.

There is a slender possibility of an attempt by disaffected Republicans and Democrats to unite to name independent candidates for the Presidency and Vice-Presidency, but nothing like a formidable demand for such a ticket is indicated in any direction. The humiliation of his peculiar position must be deeply felt by Admiral Dewey, and it is shared by his admirers, not only in the United States, but throughout the world.

Out of this peculiar complication arises the opportunity for some interesting political combinations. To talk of Dewey and Roosevelt is preposterous. Bryan and Dewey would be a more suitable outcome.

The Plain Truth.

No truer remark was ever made on the floor of Congress than that by the eloquent Senator from Massachusetts, Mr. Lodge, during the recent debate over a proposition in favor of governmental support for sectarian schools, when he said: "I do not believe that it is right to tax one man to support another man's religion." Some years ago the various religious denominations, with the exception of one, united in an agreement that they would not ask the government for any further public aid for their denominational schools. At the present session Senator Jones, of Arkansas, has undertaken once more to authorize the Secretary of the Interior to expend government moneys for the education of Indian pupils in schools conducted by a religious denomination. Senator Thurston, very properly, has urged that the government is under obligations to provide its own schools, and not to re-open the sectarian question, which was supposed to have been settled six years ago by the action of Congress. Senator Jones, of Arkansas; Vest, of Missouri; and Carter, of Montana, appealed for the support of the Indian schools conducted by the Jesuits. Senator Lodge, and others who opposed this amendment, conceded that religious schools have done excellent work, but they held that it was not the province of the government to aid sectarian institutions. It is a pity that this question has again been re-opened.

The peace and quietness which have marked the life of the English royal family for many years have been interrupted recently by several notable and sensational events. The visit of Queen Victoria to Ireland for the first time in thirty-nine years was an episode of sufficient significance to warrant a chapter by itself in the history of her Majesty's long and eventful reign. Her reception at Dublin was cordial in the extreme, and thoroughly characteristic of the warm-heartedness and generous spirit of the Irish people. The demonstrations in the Queen's honor at the Irish capital were as extensive and impressive as anything of the kind ever witnessed in Ireland. The object of Victoria's visit was frankly stated to be the opportunity it gave her to express her gratitude and appreciation of the gallant and effective service rendered by the Irish troops on the battle-fields of South Africa. It was a tribute richly merited and graciously rendered. The Queen's action will no doubt have an appreciable effect in promoting a feeling of mutual good-will between her Majesty and her Irish subjects. As for the attempted assassination of the Prince of Wales at Brussels, it seems to have been nothing more than the act of a hair-brained boy who had been subsisting for a time on anarchistic literature. While the incident necessarily had its painful and sensational aspects, it was without special significance of any kind.

The conspicuous and unusual absence of telephone strike bills, during the recent session of the Legislature at Albany, leads the *Electrical Review* to observe that an explanation may be found in the fact that the telephone service and the charges therefor have gradually been adapted to public requirements. The *Review* adds that New York has the best telephone service to be found anywhere in the world. Both its propositions are justified by the facts. The telephone, at first the luxury of a few, has now become the necessity of many, and the broadening field in which its utility is realized bids fair to extend still more widely. As the centre of the nation's business life, New York, and especially New York city, is the greatest patron of the telephone. The exacting requirements of its service have been met with rare sagacity by the Bell Telephone Company, and every satisfied subscriber to the service has become its friend. Jay Gould once said to the writer that the attacks on the Western Union Telegraph Company, which at one time were quite as severe as the assaults upon the telephone service, ceased in great measure as the number of owners of Western Union stock increased. It was his purpose to have as large a number of small owners of the stock as possible, realizing, as he did, that personal ownership carries with it a sense of personal responsibility. The rapid extension of the telephone business, based on a schedule of rates made commensurate with the service, has no doubt acted in like manner to subdue the antagonism originally manifested against the telephone company.

It is unfortunate that the much-discussed Porto Rico tariff question is so generally misunderstood. Senator Depew, in his eloquent defense of the tariff measure, characterized the agitation over it as "a baseless excitement." The facts justify this characterization. Few seem to appreciate that the proposed bill gives free trade in all the necessities of life, and a tariff averaging only six per cent. upon the market value of other products, and even this tax ceases to exist in two years or sooner, if the people of the island find it expedient to abolish it. Is there hardship under such a law? No resident of Porto Rico who remembers the oppressive taxation enforced by the Spanish government can say so. Dr. Henry K. Carroll, our special commissioner to Porto Rico, reports that Spain levied duties on imports to, and exports from, Porto Rico, special taxes on the loading and unloading of freight and passengers, an income tax, and an industrial and commercial tax, reaching every merchant, manufacturer, artisan, and private citizen. Every retail shop, hotel, restaurant, boarding-house, soda-water stand, and even flower-stand, was taxed under the Spanish law. A tax was levied on salaries, wages, and commissions. No kind of business escaped. The newspapers, laundries, funeral agencies, blacksmiths, nurses, professors of music, milliners, day laborers, and even the manufacturers of artificial limbs, had to contribute to the support of Spain's oppressive rule. The rich escaped by bribery. Spaniards were favored, and the natives discriminated against. Dr. Carroll says that if a merchant's income were \$10,000 a year he would pay in direct taxes \$1,300, besides a tax for a personal passport, and direct taxes on his residence and furniture, his horses and live stock. This was taxation under Spanish rule, and it was oppressive to the last degree. Will the citizens of Porto Rico prefer to continue it rather than to submit to taxation on an equitable, fair, and considerate basis, under the administration of President McKinley?

PEOPLE TALKED ABOUT

—In view of the fact that an unusually large number of Americans will visit Paris this summer because of the international exposition, a special interest attaches to the efforts of a number of philanthropic people to sustain an institution in that city as a shelter and refuge for English and American women who are in the French capital as governesses, art students, and visitors. The institution is known as Washington Home, and is situated at 18 Rue de Milan, Paris. It is a department of the British and American mission homes in Paris, founded in 1872 by Mrs. Ada Leigh-Lewis. The facilities of the home comprise reading- and reception-rooms, a restaurant, a free registry for those seeking employment, and separate living apartments for students, young women in business, and others. The home and its work are highly commended by many persons of distinction, including nineteen bishops of the Protestant Episcopal Church in the United States. That it fills a long-felt want in Paris for American women, and fills it well, cannot be doubted.



MRS. ADA LEIGH-LEWIS, WHO LOOKS AFTER AMERICAN GIRLS IN PARIS. Photograph by J. E. Purdy & Co., Boston.

—A notable and prominent feature of proceedings at the national capital since January 5th has been the investigation, by the Senate Committee on Privileges and Elections, of the charge that William H. Clark, elected to the Senate by the Legislature of Montana, had secured his seat by bribery. The investigation, which has cost the government over \$27,000 thus far, has extended over nearly two months, with almost daily sessions, during which 100 witnesses were examined, including many of the most prominent public men of Montana, and a vast amount of testimony elicited, both in support and in rebuttal of the charges. Eminent counsel, including such men as ex-Senator Edmunds, of Vermont, appeared in the case, and the inquiry was characterized by much vigor and legal skill in behalf of all parties concerned. Men were brought forward who stated that they had been offered as high as \$20,000 to vote for Mr. Clark, while others as explicitly denied that money had been used for corrupt purposes. A star witness against Clark in the latter days of the inquiry was Marcus Daly, the millionaire mine-owner of Montana, who admitted on the stand that he had contributed \$20,000 or \$25,000 to the prosecution of the case against Senator Clark, but denied that he had entered into any conspiracy against him. An interesting item in the history of the proceedings was the return by the Senate committee to the State Treasurer of Montana of \$30,000 collected, it was alleged, by State Senator Whiteside, of Montana, for the purpose of exposing Clark's methods before the State Legislature. If this money is not claimed by any one it will be, after five years, turned over to the school fund of Montana. The whole testimony brought out in the Clark case has been strongly illuminative of the political ways and by-ways of the great silver State of the West.



W. A. CLARK, THE MONTANA MILLIONAIRE, WHO IS FIGHTING FOR HIS SENATE SEAT.

—The youngest bank president in the United States was elected mayor of Cincinnati on April 2d. Although there are younger mayors, of smaller towns, it is probable that Mr. Julius Fleischmann, who received this honor, is the youngest mayor of a city the size of Cincinnati—which has 500,000 population. Mr. Fleischmann was born June 8th, 1871, at Riverside, O., a suburb of the city which has just chosen him for its executive for the next three years. He is the eldest son of Hon. Charles Fleischmann, the noted philanthropist of Ohio, and, at his father's death, assumed full control of the vast manufacturing interests the elder Fleischmann had managed, and in which the son had worked since boyhood. Although the Fleischmanns have always made their home in Cincinnati, they are widely known in New York and the East, in both business and social circles. At least one product of their manufactories is world-renowned



JULIUS FLEISCHMANN, THE YOUNGEST MAYOR-ELECT IN THE UNITED STATES.

—the little compressed yeast-blocks, the invention of which had something to do with the founding of the senior Fleischmann's great fortune. The mayor-elect, who is not quite twenty-nine years of age, is president of the Market National Bank, of Cincinnati, is at the head of the firm bearing his name, and of several other great business enterprises. He served as aide-de-camp on President McKinley's staff when the latter was Governor of Ohio, and was married to Miss Ackerland, of Cincinnati, in 1893. While one of the busiest men in a busy city, the Republicans of the city believe that this young man will give it a thoroughly capable and business-like administration. He is young, quick, a Republican, and earnest and vigorous, as well as immensely popular. The office sought the man, for he was in New York when the Republican convention nominated him, ten days before the election—an election, by the way, which had several unique characteristics, one of them being that the mayor-elect made no public speeches at all. Besides the handsome residence owned by Mr. Fleischmann in Avondale, Cincinnati's best suburb, he has a home in the Catskills, a sea-going yacht, a famous stable of racing-horses, and maintains a private base-ball club at his summer home, for the amusement and edification of his guests. He is a devotee of outdoors sports and is an athlete, as is his brother Max. Mr. Fleischmann is tall, dark, and straight. He speaks quietly, but with the precision born of early training in business and in authoritative positions.

—Not the least, and perhaps the greatest, satisfaction and happiness vouchsafed to the good Queen of England during



QUEEN VICTORIA AND HER GREAT-GRANDCHILDREN.

these later years of her long and eventful life come from the love of the host of beautiful and winsome lads and lassies who have been born to the various members of the royal family down to the second and third generations from the Queen-mother. The Queen has, in fact, no less than thirty-four great-grandchildren living, all of them as bright, sturdy, and promising as any boys and girls that ever delighted a grandmother's heart. Three of them are shown in our picture, which was taken last autumn by the photographer at Ballater, a little Highland town near Balmoral, where the Queen spends much of her time every season. These two boys and the little girl are the sons and daughter of the Duke of York, himself the eldest son of the Prince of Wales, and therefore heir-apparent to the British throne. The full name of the eldest of these lads, now six years old, who, if he lives, will one day be King of England, is Prince Edward Albert Christian George Andrew Patrick David, thus perpetuating the names of his great-grandfather, his grandfather, and the patron saints of England, Scotland, Ireland, and Wales—St. George, St. Andrew, St. Patrick, and St. David respectively. One is tempted to think that a boy ought to be rewarded with a crown who is made to carry through life a chain of family patronymics like that, to say nothing of a calendar of saints.

—From water-boy on a construction train to general manager of the road is the story of the advancement of H. U. Mudge,



H. U. MUDGE, THE WATER-BOY WHO BECAME A RAILROAD MAGNATE.

who became general manager of the Atchison, Topeka and Santa Fé Railroad system on January 1st. In 1872, when sixteen years of age, young Mudge left his home in Michigan, with his parents, to travel in a covered wagon to western Kansas. His father took a claim near Sterling. The Atchison, Topeka and Santa Fé Railroad had its eastern terminus at Atchison, in the same State, and was pushing westward at the rate of two miles a day. The western end of the road had reached a point some twelve miles west of Sterling when young Mudge arrived at his new home. He immediately asked for work with the construction train, and was given the chance to carry water to the laborers. His pay was \$1.50 a day. He had worked but a short time when his first advancement and his first increase in pay came. The man in charge of the work decided that he was too strong to be carrying water, and advanced him to the position of laborer, doing a man's work at a man's pay, an increase of twenty-five cents a day. At that time thousands of buffalo roamed the plains, and young Mudge kept the construction train supplied with buffalo meat. When the work was stopped for the winter he returned to Sterling, and the station-agent there agreed to teach him telegraphy if he would

do the work of handling the baggage and sweeping out. The offer was accepted, and besides that the young man worked at the small hotel in payment for his board. In three months he was made an extra operator and was sent to stations where he was needed. He left that branch of the railroad service to become a brakeman on a freight train. His advancement was steady, and before he was twenty-one years old he was a conductor. When a man was needed to take charge of a construction train or some one was needed to dispatch trains, Mudge was called. He rose to the position of road-master, train master, assistant division superintendent, division superintendent, superintendent of a grand division, transferred to a more important division, then general superintendent, and finally, by hard work and faithfulness, he becomes the general manager of the longest railroad in the world.

—All of Mr. James B. Dill's friends, and perhaps some of his relatives, are still guessing, with more or less wildness, as to the amount which he received for "patching up" the little difference of a few millions of dollars between Mr. Carnegie and Mr. Frick, and for his work in reorganizing the Carnegie corporation. Some are of the opinion that Mr. Dill would have turned away in disgust had less than half a million been offered him, but others are confident that a hundred thousand dollars would have been a princely sum for his services. At all events, he will go down in commercial history as a unique peace-maker.



JAMES B. DILL, WHO SETTLED A MILLIONAIRES' QUARREL.

Mr. Dill smiles when the subject is mentioned, and keeps the secret. As a matter of fact, he is one of the most thoroughly equipped corporation attorneys in the country, and perhaps enjoys the friendship and confidence of nearly every millionaire in the United States. The time was when Mr. Dill had to bustle for his daily bread, but, for that matter, he has always been a hustler—first as a college student, a New York reporter, then as a tutor, and again as a student of law. He is a short, thick-set man, whose only fad is saddle-horses; and he, with his daughter, Miss Emma Dill, takes an hour's ride through the streets of the New Jersey Oranges every morning at an hour when most commuters are still deeply sleeping. For several years past Mr. Dill has reserved a month each season for a fishing trip to the Rangeley Lakes, and, as he has been going quite a number of years, has a goodly fund of tales on tap—tales which would make Izaak Walton gasp for breath.

—Consul-General Wildman, at Hong-Kong, is the author of a little volume, "As Talked in the Sanctum," which has just made its appearance.



CONSUL-GENERAL WILDMAN AND HIS FRIEND, LIEUTENANT HOBSON.

The book is made up of a series of confidential chats that took place between the editor and his associates, "The Reader," "The Contributor," "The Parson," and "The Artist," behind the sanctum doors. The talks reveal a rich vein of satire, worldly wisdom, sentiment, and common sense which will disclose to the claimants at the door of literary aspiration an interesting and valuable insight into the influences that conspire against them and the conditions that work in their favor. The talks are characterized by a kaleidoscopic permutation of sense and sentiment, wit, wisdom, philosophy, and business sagacity. Mr. Wildman has filled a niche in the literary workshop that will add to his reputation as a writer. The book, though totally unlike his recently-published "Malayan Tales," is equally full of original quips and quaint humor. For several years Consul Wildman was editor of the *Overland Monthly*, and the talks are an outcome of his sanctum experience in the Western field of letters. Lothrop & Co., of Boston, are the publishers. Lieutenant Hobson is said to have influenced the consul to collect the talks. While a guest at the consulate at Hong Kong, Lieutenant Hobson was writing the last installment of his articles upon the sinking of the *Merrimac*. Sanctum Talks he unearthed among Mr. Wildman's *Overlands*, and was so enthusiastic over their originality and literary merit that he urged their collection and preservation in book form. The consul thereupon put them in order and loaned the manuscript to Hobson. Some months afterward Mr. Wildman suddenly recalled the idea he had entertained of publishing the talks, but, making a search for the manuscript, was unable to find it, and was obliged to postpone the enterprise. Upon relating his plight to Hobson, the lieutenant laughingly announced that he had in his possession the missing copy, concluding that if it were not to be published he intended to keep the collection for himself. Hobson now has an author's signed copy.



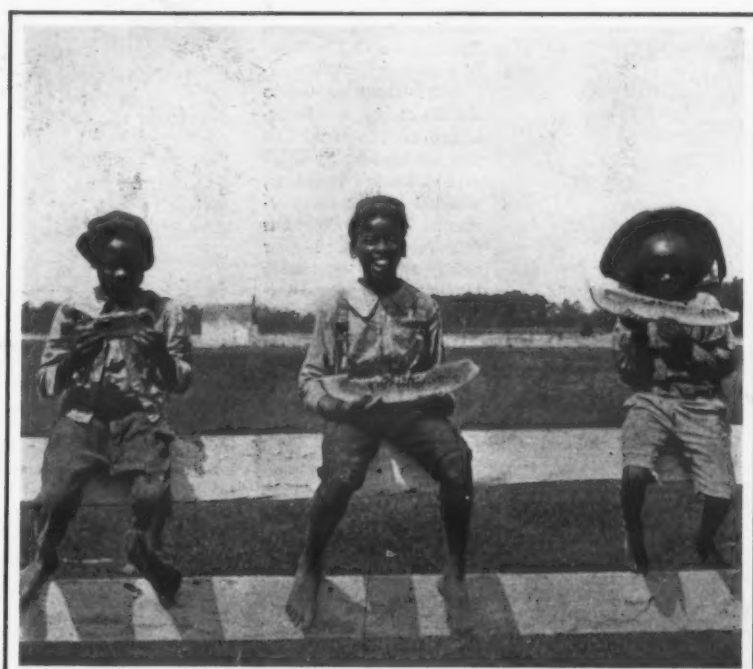
"ALL COONS LAUGH ALIKE TO ME."—F. O. Izlar, Charleston, S. C.



THE KINDLING-WOOD PEDDLERS.—Russell Neville, Kewanee, Ill.



(THE PRIZE-WINNER.)—A STUDY IN EXPRESSION—THESE CHILDREN HAD SMALL-POX, AND, TWO MONTHS LATER, DIPHTHERIA—THIS PHOTOGRAPH WAS TAKEN A DAY AFTER THEIR DISCHARGE FROM HOSPITAL.—Dr. Henry H. Cook, Detroit, Mich.



DELIGHTS OF WATERMELON TIME.—Mrs. R. E. Henning, Cheriton, Va.



"SON-SET ON THE RIND."—V. Hugo Friedman, Tuscaloosa, Ala.



THE USEFUL MASCOT OF THE 303D-REGIMENT BAND, AT CAMP WETHERILL, GREENVILLE, S. C.—W. H. Guernsey, Rome, N. Y.

"COON" PHOTOGRAPHS ENTERED FOR OUR AMATEUR PRIZE CONTEST—MICHIGAN WINS.

NOTE OUR SPECIAL OFFER FOR PARIS EXPOSITION AND BICYCLE AMATEUR PHOTOGRAPHS.—[SEE PAGE 311.]



REMINGTON SCOUTS TOASTING THE QUEEN IN A WRECKED BOER FARM-HOUSE.



SERVING ALE TO THIRSTY GLOUCESTERS IN CAMP.



A LONG PULL AT THE BEER-BUCKETS.



THE BUFFS WAITING FOR A COOLING DRINK.



SERVING STOUT DRAWN FROM THE WOOD TO THIRSTY ENGLISH FIGHTERS.



THE WORCESTERS HAVING THEIR CANTEENS FILLED WITH ENGLISH STOUT.

TOMMY ATKINS AND HIS "BITTAH BEER."

THE FAVORITE ENGLISH BEVERAGE GENEROUSLY SERVED TO THE SOLDIERS OF THE QUEEN.—FROM STEREOSCOPIC PHOTOGRAPHS
BY UNDERWOOD & UNDERWOOD, NEW YORK.

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Europe and the Boers.

WIDESPREAD SYMPATHY FOR THE DEFENDERS OF THE SOUTH AFRICAN REPUBLICS—UNIQUE METHODS OF RAISING BOER FUNDS.

Written for "Leslie's Weekly" by the Rev. Peter MacQueen.

LISSABON, EN ROUTE TO AFRICA, March 22d, 1900.—On the Holland boat to Rotterdam I found Frenchmen, Hollanders, Germans, Americans, and even Englishmen, all talking favorably of the Boers. At Plymouth, England, we took on board a young girl, a Holland governess. She had been teaching in an English school, but concluded that England was too dull for her and she was coming back to the proud little kingdom of the sea. Her name was Mejnifrouw Marietje Fraukamp, and she spoke English well. I asked her how the English and Dutch got along about the Boer war. She replied that it was a taboo subject between them, but I could see that this smart Hollandish governess had very tart opinions of her own. It developed that she felt very strongly. She told me, after a time, that she had grown tired teaching the young shoots of England. "You know," she amplified, "it was like pumping up a punctured bicycle tire; the moment you stopped pumping, their brains became flabby."

There is a tune, sad and wild and painful with the pathos of hope deferred, which every child in the towns in Europe knows and sings. It is sung to the words of a song called "Het Volkslied"—the national hymn of the Transvaal. The first four lines will give an idea of it:

Kent gij dat volk vol helden moed
En toch zoo lang geknecht?
Het heeft geofferd goed en bloed
Voor vrijheid en voor recht;
Komt, Burgers, laat de vlaggen wap'ren,
Ons lijden is voorbij;
Roemt in den zegen onzer dap'ren
Dat vrijt volk zeln wij.

Ken ye that folk with courage bold
In bondage long bedight;
Who freely gave their blood and gold
For freedom and for right?
Come, burghers, let your banners wave,
Our sufferings are gone by;
Joy in the glory of our brave
That a free folk are we.

Well, the Dutch schoolma'am played the tune of this song every morning for a month to the English children. The English principal said it was grand music, and instructed the pupils to copy the notes and take them home. At one of the homes the parents knew it was the Transvaal hymn, and sent word to the school authorities. They ordered the music to be stopped at once. But it was a wise man who said he cared not who wrote the laws of a country if he could write its songs.

In Brussels, in Amsterdam, in Paris, in Berlin, one hears the music of the Transvaal hymn everywhere. The Anglo-Boer war has roused a tremendous sentiment in Europe. In every school of Belgium, Holland, Germany, the children have made up collections for the families of the dead Boers. Millions of marks, guildens, francs have thus been sent to the sufferers of the *veldt*. In churches, in cafés, in concert-halls, at social gatherings, the most popular form of benevolence this winter has been the Boer subscriptions. If a few friends in Cologne or The Hague gathered for a game of whist, they sent the money played for to the Boers, who never play cards. If a dinner was given at a fashionable hotel the guests remembered the farmers of the *veldt*, who hardly ever see a hotel. At one restaurant in Brussels 1,800 francs were collected in an evening. Every city and town that has a newspaper has had a subscription fund. A German rural paper lifted 50,000 marks. Sentiment in Holland, Belgium, and Germany is practically a unit pro-Boer, while in France at least ninety-eight per cent. lean the same way.

At The Hague I called upon and was kindly received by Baron van Hardenbroek van Bergambacht, president of the Netherlands Red Cross Society. I found the baron a benevolent and open-hearted man. He told me that the Holland Red Cross was working hard for the sick and wounded in the Transvaal. Three ambulances, with a full corps of thoroughly equipped doctors, nurses, and attendants, have been sent to the Transvaal by Holland, Germany, and Russia, Holland doing a good share of the work and contributing a large part of the expense. On the ship with me now are about fifty Red-Cross workers. Germany has supplied twelve of the ablest doctors and nurses in the empire.

The young and beautiful Queen of Holland is an ardent supporter of the Red-Cross work for the Boers. The Hollanders think her Majesty is a little goddess, and will hardly propose a toast for her, thinking it beneath her queenly womanliness for men to drink wine in her name. Wilhelmina's father, the good King William III., founded the Red Cross Society of Holland; and in their last report the directors of the society hoped that their young sovereign would emulate the mercifulness of her father, and that her symbol would be not "the sword," but the "peace banner." Holland is really a republic, and the royal family are quite democratic. While I stayed at The Hague the Queen passed our hotel, driving out as plainly as an American girl. She will bow to and chat with a laboring man as quickly as she will to a baron. All the Netherlands were thrilled by the eloquence of the appeal which this girl-queen made to the grand old lady of Windsor to stop the terrible war in Africa. Alas! the two good queens, however eloquently they might have pleaded, could not have arrested the fierce thunder-storms that broke in the red rains of war.

One quite pathetic form of Boer sympathy in Europe was the "Haus-Sammlung," or house collection. This was a subscription taken in little boxes by children who called from house to house. All over the great German empire childhood was ennobled by the divine work of mercy bestowed on the suffering childhood of the *veldt*. The Boer collections are sent in part to Consul-General Winterfeldt, of the Transvaal, at Berlin, but most of the money is conveyed to the Transvaal through Dr. W. G. Leyds, whose office is at Brussels.

Last week I called on the doctor at his home on Livourne Street, and had a long talk with him. He was not cast down by the surrender of Cronje and the capture of Bloemfontein.

While Cronje was one of the ablest generals, yet there were many able men left, he said, and the hardest part of the country had not yet been reached. Leyds told me that he is and always has been for peace, as is also President Krüger. Now that peace was not possible with honor, the Boers would fight and die in the last ditch.

Dr. Leyds is a handsome man, with strong, kindly features. He is thirty-eight or forty years old; was born in Java, and was a professor in The Hague when Krüger came to Holland in 1883. Krüger wanted a secretary, and young Leyds went with him to South Africa in this capacity. Leyds quickly made himself master of the difficult South African problems and was finally sent as ambassador extraordinary to Europe, where he represents the Transvaal at seven courts. He is said to receive \$40,000 a year as salary. He has been quite lionized of late at some European capitals, the Queen of Holland being especially cordial to him in one of her recent receptions. I thought him a very agreeable, intelligent man, with the air of a bright American business man. He was anxious to learn whatever was newest in the sentiment of the Americans, and expressed himself as very grateful at the amount of sympathy exhibited in America for the fighting farmers.

Dr. Hendrik Müller represents the Orange Free State at The Hague. He differs in appearance considerably from Leyds, being more of the Dutch type. Müller was not cast down by the recent reverses of the Boers. Much help he said had been offered of which he was not able to avail himself. About the story that General Ferreira had been bribed by Rhodes for a million pounds to let General French into Kimberley, Mr. Müller was very skeptical. Notwithstanding that Ferreira seemed to have committed suicide the next day, it does not seem likely that he was a traitor.

The secretary of the legation, Mr. J. W. J. Wessels Roux, was not of the opinion of the consul, and told me that he strongly suspected some kind of foul play in the taking of Kimberley. Mr. Roux is a Boer student, who is working in the office with Dr. Müller during the war. He was studying in the Middle Temple, in London, when hostilities began. But Roux could not stand the sentiment in England, which, he says, was all for crushing out the republics. Accordingly, he went to Paris. I spent several evenings with this interesting young Boer, and found that, though not yet twenty-one years old, he has passed all his examinations for the English Bar. He is of Huguenot descent; his parents came to Africa early, and were in the Great Trek of 1835, when they settled in the Free State.

Roux declares that in a few years, if the war had not come, South Africa would have become entirely Anglicized. "The war has made us a nation. There will be no permanent harmony in Africa till all the country south of the Zambesi River is a self-governing community. The English and Dutch are very near of kin. When they amalgamate it will be under very different conditions from what English statesmen now consider they will." In the last remarks of the Boer student we may find a hint of the future history of South Africa. The young Englishmen, the young Dutchmen, and the young blood of other races may yet unite at the Cape to form a great, happy, prosperous, and united South Africa. Whether it will be under the British flag or a new flag yet unwoven, the future keeps in her misty embrace.

The Deadly "Kearsarge" a Success.

THE NEW DOUBLE-TURRET SYSTEM OF BATTERIES BY WHICH FOUR SHOTS CAN BE MADE TO HIT THE SAME SPOT AT THE SAME TIME—A NEW TERROR OF THE SEAS.

If, after the victories at Manila and Santiago, anything more were needed to place the United States in the first rank as a great naval Power, that lack would seem to be supplied in the construction of the great battle-ships, the *Kearsarge* and the *Kentucky*. Both of these war-ships will have the double-turret, a feature of naval architecture peculiar to the United States Navy. Much has been promised and much expected of this new system of mounting the main batteries of a battle-ship, and from the tests recently made on the *Kearsarge*, it may be accepted as a practical certainty that these promises and expectations will be completely fulfilled.

The new system consists in placing the principal armament of the battle-ship in two double-decked structures, or "superimposed" turrets, located on the fore and aft line, and disposed relatively forward and abaft the vessel's amidships section. In each case the upper and lower turrets are rigidly connected and revolve together, the upper carrying a pair of eight-inch, and the other a pair of thirteen-inch guns.

Some naval experts have doubted the practicability of this new plan. It has been contended that the blast of the eight-inch guns superimposed above the big thirteen-inch guns would make it impossible to operate the latter; that no man could live in the lower turret. The preliminary gun trials on board the *Kearsarge*, which took place off Fortress Monroe late in March, completely set aside all these doubts as to the practicability of the new system. Rear-Admiral Sampson, who was present at these tests, gives it as his opinion that the *Kearsarge* is "a mighty engine of war. There is no ship in the world that can withstand the impact of these four projectiles simultaneously fired by one of the superimposed turrets of this war-ship." Other competent observers present at the trial declare that the double-turret is an assured success, both from military and structural standpoints.

In the firing tests the blast was so light that two officers, who were stationed in the two sighting-hoods in the lower turret, were unable to agree as to whether there was any blast at all, and if there was they could not tell the direction. A piece of cotton wool placed in the forward slit of the middle of the sighting-hood was driven into the hood, but on either side it remained undisturbed. Contrary to predictions, there was no difficulty in maintaining the four guns in the superimposed turrets in parallel; the shots were delivered in almost the same spot. Three, fired at a distance of 1,000 yards, dropped at precisely the same point in the water at the same time.

What the effect would be upon an ordinary battle ship of putting four or more shells into her in the same spot at the same time can be imagined. No system in vogue on any war-ships in the world, outside of our own navy, will permit such a concen-

tration of projectiles as is made possible from the *Kearsarge's* battery. It may well be believed, as Admiral Sampson says, that no ship in the world could stand the impact of four shells striking in one spot at once. Smokeless powder was used in the tests. No trouble was experienced with the turning devices of the turrets or other mechanism, and no discomfort whatever was experienced by the operators, or any one else on the vessel. When the *Kearsarge* is in full service, as it will be soon, it will be a veritable terror of the sea, impregnable and invincible. Our well-known marine artist, F. Cresson Schell, in his vigorous picture of the *Kearsarge*, reproduced in this issue, gives an excellent idea of the new engine of war as it will appear while in action.

REAR-ADMIRAL SAMPSON'S INTERESTING AND PRACTICAL COMMENTS.

Rear-Admiral Sampson, in command of the Boston Navy Yard, speaks with enthusiasm regarding the *Kearsarge*, and his practical and experienced judgment will give his opinion great weight. He said to the representative of LESLIE'S WEEKLY:

My views on the question of superimposed turrets are so much in accord with those of all the other advocates of the system, and have been so frequently expressed by many officers, that there is nothing new or interesting to be said. The chief advantages that the advocates claim for the system are as follows:

First—Comparing the *Kearsarge* with her hitherto most powerful predecessor, the *Iowa*: We have disposed of two eight-inch turrets with all their appurtenances without materially reducing the eight-inch gun-fire of the ship. It is probable that it will seldom be necessary to engage both broadsides in action; and with either side engaged, the *Kearsarge*, with her two eight-inch turrets, can bring as many guns of that calibre to bear as can the *Iowa* with her four eight-inch turrets. Moreover, she has the advantage of being able to bring eight-inch guns to bear directly ahead or astern while the thirteen-inch guns are engaged—an impossibility in the *Iowa*, where the blast from an eight-inch gun trained within fourteen degrees of the midship line was found to be more than the occupants of the thirteen-inch turret below could endure.

Second—Battle-ship construction is a matter in which the element of compromise enters to a degree rarely appreciated by the layman. In order to get as heavy a battery as may be desired for a certain ship it is necessary to sacrifice the thickness of armor, the great coal-carrying capacity, or some other vital element. As stated above, we have dispensed with two eight-inch turrets for firing when both sides were engaged. The guns, turrets, and appurtenances thus eliminated represent a saving in weight of about 400 tons. This permits a very decided increase in the thickness of armor over vital points, an appreciable augmentation of the coal-carrying capacity, and a heavier secondary battery—it makes little difference, in point of fact, how the 400 tons is employed; it would be a most welcome addition to the constructor, who has to watch carefully every pound put aboard a ship.

Third—Besides increasing the thickness of armor over the vitals, the thirteen-inch turrets themselves now furnish barbettes armor for the eight-inch turrets above. On account of the tremendous weights involved, the barbettes of the eight-inch turrets of the *Iowa* class—upon which the turning mechanism and the ammunition supply must depend for immunity from damage in action—were left unprotected against shells of even moderate calibre. This was one of the compromises which entered into her construction. On the *Kearsarge* the turning gear and ammunition supply of the eight-inch turrets is protected by the fifteen inches of armor on the turret beneath. Part of the increase in thickness of armor alluded to above is applied to the eight-inch turrets themselves, which will vary in thickness from nine to eleven inches.

Fourth—Placing these two eight-inch turrets on top of the thirteen-inch turrets, utilizing what had hitherto been waste space, permits a much better arrangement of the secondary battery; and this latter has become a feature in construction that is now much more regarded than hitherto.

In my mind the above main points appear incontestable. The remaining advantages claimed by the advocates of the system, and practically all the disadvantages that have been brought to my notice by its opponents, are matters of opinion rather than matters of fact. The recent trials developed very little that is new, except to prove that the ship could be built strongly enough to stand the tremendous shock occasioned by firing all four guns in salvo, and further to disprove a disadvantage claimed by the opponents of the system—namely, that the occupants of the thirteen-inch turret would be injured by the discharge, in any position, of the eight-inch guns directly above.

The questions of the concentration of fire, of having one marksman of known ability controlling the training of the two turrets simultaneously, the advantage or disadvantage arising from the commander having to manoeuvre his ship so as to bring the guns in two emplacements rather than in four to bear on the targets, and a great many other questions that have arisen in connection with the subject, must all be determined definitely in actual battle; nothing else will take these questions beyond the limits of reasonable doubt. I think it is generally conceded now that, taking all in all, the system is at least as good as that of the *Iowa*, and that even if the opponents of the system can prove its disadvantages, we have at least not retrograded in our design, even if we have not advanced. My personal belief is that we have decidedly advanced, and that in the crucial test of battle most, if not all, of the doubtful points will be so decided as to demonstrate the great superiority of this system.

REAR-ADMIRAL O'NEIL'S OPINION.

Rear-Admiral Charles O'Neil, Chief of the Bureau of Ordnance, at Washington, United States Navy, whose opinion is the result of careful observation and ripe experience, made the following comment in response to a query from the representative of LESLIE'S WEEKLY:

Since the preliminary trial of the *Kearsarge's* guns and turrets, my opinion has frequently been asked as to the conclusion to be drawn from such test. In reply I would state that while I am gratified at the good results shown by the first trial of the same, it is not different from what I expected. I did not suppose for a moment that the turret structure or the vessel would prove deficient in any respect, as both have been carefully and conscientiously worked out by the bureau of construction and repair, as have also the various mechanical difficulties which the scheme presented.

The fact that no inconvenience was experienced by the occupants of the upper or lower turrets, due to the firing of the guns above or below them, is interesting and important, as there were some doubts upon this point, and I was somewhat apprehensive lest the blast and flame from the eight inch guns might inconvenience the men in the sighting-hood of the lower turret, and I am pleased to learn that such was not the case. It will be necessary, however, to determine what will be the result of rapid and prolonged firing, and further tests under varying conditions of weather at sea are desirable. It will be interesting to ascertain what the effect, if any, will be on the turning gear if the two right or left-hand guns only are fired simultaneously, and what effect the independent firing of the four guns in one structure will have upon the accuracy of aim and rapidity of fire of each.

So far as the mechanical and structural details are concerned, there is no doubt in my mind but that they can be and are satisfactorily met. In other words, it may be said that it is shown that we may, if we choose, build battle-ships, with respect to their turrets, in this manner; but the vital question is: Do we want to? or, is it desirable so to do? There will always be a difference of opinion on this point. The advocates of the system will point out that by means of it two eight-inch turrets containing four guns will do practically the work of four turrets containing eight guns, thereby resulting in a great saving of weight; that the ammunition-holds of the eight-inch guns are better protected; that there is no interference in gun-fire, and that a heavy concentration of fire is obtained by mounting four guns in one revolving structure.

On the other hand, it will be argued that it is not good practice to put four guns in one structure, when two of them are of different calibre from the others, having a different speed of firing, range, and energy; that all are dependent upon one turning engine, whose derangement means the putting out of action of a large percentage of the battery; that one man points four guns, and that his personal error or equation is too far-reaching; that the concentration of weight toward the extremities of the vessel is undesirable, and that any serious injury to either the upper or the lower turret will put four important guns out of action. In fact, an agreement will never be reached on these points, and I doubt if any absolute proof of the value of this or of any other system can be determined except in battle where ships of fairly equal powers are pitted against each other.

The *Kearsarge* and *Kentucky*, like the *Alabama* and *Maine* classes, could probably go through many years of service, having their regulation gun-practice, and show no signs of weakness or inefficiency; their turrets would revolve and their guns would work as well at the end of ten years as at first, and it would be impossible to say that either would fail or prove superior to the other, in war, except by actual test in war, and even then the element of chance is so great

that it would be an important factor, whose value could not be determined. The question, therefore, whether or not the system of superimposed turrets should be adopted for the new battle-ships is by no means easy of solution. It will have to be carefully considered, and a consensus of opinion obtained from a number of people whose judgment in such matters represents the best talent in the navy. No one person will or should determine so important a question, nor is it likely that it will be determined until the *Kearsarge* and *Kentucky* have been thoroughly put through a series of extended tests. In the meantime, the country may congratulate itself upon the possession of two unique and remarkably fine and powerful vessels, which from all accounts reflect the highest credit upon the builders and designers.

Why the Bankruptcy Law Should Be Repealed.

(Continued from page 302.)

number, 1891, of the *Nineteenth Century*, reviews the history of English bankruptcy legislation from its first enactment, in the reign of Henry VIII., to its present "masquerade as a hybrid department of the State," and concludes his review demanding its unconditional repeal, because it has "ceased to be required as a refuge from the harshness of the general law, and has become the fruitful mother of chicanery and embezzlement."

From the time of the repeal of the act of 1800 down to 1841 all efforts to re-enact a bankruptcy code failed. The law of 1841 became possible only by making it alternative in character and combining voluntary bankruptcy, giving universal relief against old debts, with the involuntary process under which creditors may call upon the courts to administer the assets of failing merchants. The same may be said of the law of 1867 and of the present law. Yet both reason and experience show that the two cannot work together. When they are joined the value of compulsory bankruptcy to the mercantile world is to a great extent destroyed, since persons about to fail, knowing their own circumstances better than anybody else, are able to anticipate the movement of their creditors, and find little difficulty, if disposed to be dishonest, in scattering or concealing their property. For that reason every law which includes both processes becomes, in effect, a system of voluntary bankruptcy only.

That is what Mr. Webster meant when he said, in the debate of 1840 on this subject, after having voted for Mr. Clay's motion to strike out of the bill the compulsory feature, "I maintain that very little value is added to the security of the creditor by the compulsory part of the bill." (Works of Webster [Little & Brown, 1851], Vol. V., page 26.) The experience of the country under the law of 1867 fully demonstrated the truth of this opinion, and when that law was repealed it relieved the business world of a stench that had become intolerable.

The present law has already exhibited the same results. It has added little or nothing to the security of creditors, while it has already filled the courts of the United States with an atmosphere of fraud and perjury fatal to the integrity of American business. It is not denied that some good has been done by it. The army of unfortunate debtors, for whose relief boards of trade and chambers of commerce have been shedding their tears for so long, has had its day in the bankruptcy courts. Every month that it now remains upon the statute-books it ministers to the spirit of speculation which already threatens to destroy national prosperity.

It is the ally of fraud, the silent partner of dishonesty, the secret motive of reckless and spendthrift dealing. I denounce it in the name of the upright and solvent merchants of America. In the words of Thomas H. Benton, spoken in the Senate chamber when the question of repealing the law of 1841 was considered, "in mercy to posterity, if not in justice to ourselves, we should repeal this law. We should not suffer the young and flexible mind to say to itself while contracting a debt, 'the law stands ready to release me from it whenever I choose to throw it down.'"

Jonathan

The Dramatic Season.

"The Bugle Call" and "A Man and His Wife" have attracted attention to the Empire Theatre. It is sufficient to say that the first gives to Margaret Anglin, and the second to Jessie Millward, excellent opportunities for good work, and it gives the audience an opportunity also to compare the methods of these two popular and admirable actresses. Miss Anglin ripens with experience, and in "The Bugle Call," dressed in exquisite taste, is quite a handsome woman—handsomer than she usually appears. She is a painstaking artist, and every movement and expression shows with what care she has studied her part. Miss Millward, who has had much greater experience, does her work with the precision and vigor of a veteran. Study, in her case, is not so apparent, and yet there may be more of it than appears on the surface. She is a remarkably clever woman. William Faversham is not quite as well adapted to his part in "A Man and His Wife" as he has been to the rôles assigned him in other productions. Joseph Wheelock, Jr., who appears in both plays, again demonstrates his versatility as a sort of a cross between John Drew and William Gillette. He is a capable young actor.

An actor who cannot see well and one who cannot hear well, add to the amusement in the popular comedy, "My Daughter-in-Law," now running so successfully at the Lyceum, with a cast made up of Charles Frohman's London comedians, including Ellaline Terriss, Fanny Brough, Margaret Robinson, Josephine Gautier, Herbert Standing, Ferdinand Gottschalk, Seymour Hicks, and Henry Kemble. The trials of a daughter-in-law, and, incidentally, of a son-in-law, under certain circumstances, are delightfully portrayed in this comedy, which is good enough to last for the rest of the season.

Miss Nethersole has been acquitted, and "Sapho" is on the boards at Wallack's again, drawing crowded houses and demonstrating anew the depravity of the public. "Sapho" may not be precisely the sort of a play to which most men would like to take their sweethearts and wives, but it is not worse than a dozen other plays of French origin which are constantly presented to the American public. So far as public morals are concerned, it does not work an iota of the harm that is being

done by a multitude of questionable resorts which flaunt their electric lights in front of the passer-by on many of the leading streets and avenues of New York. Nor is it as bad as those amusement monstrosities which have gradually made their way to New York City, under the guise of "sacred concerts." Some of these are more wicked than "Sapho," and, occurring on Sunday, open far greater opportunities for the temptation and debasement of young men and women. If a small part of the energy expended to bring "Sapho" into court were utilized in a movement to close these abominable sacred concerts, a positive benefit to the morals of the community would result.

Mr. Franklin H. Sargent proposes to establish a permanent children's theatre in the Carnegie Lyceum, with matinee performances only. The first play was given April 16th, and was called "Jack the Giant Killer." It was in three acts, by Alfred Allen and Edward E. Rose.

The Madison Square Theatre, at which one is always sure to find something amusing, has on a revival of "Why Smith Left Home." It is as cheerful as ever, and the pretty little play-house resounds with laughter every night.

JASON.

Exhibit "A" at Paris.

WHEN the Paris Exposition unfolds its gorgeous gates
You will find the best exhibit
Is from these United States,
When a burst of color rises
And ripples overhead—
Stars on a field of azure,
Broad stripes of white and red.
For kings may bring their treasures
Of jewels and of gold,
And earth its horn of plenty
With lavish hands uphold;
But the banner of our fathers
Will be beyond compare,
With its glory and its story,
The best exhibit there.

MINNA IRVING.

A Million-dollar Dam Bursts.

THE terrible and well-remembered flood at Johnstown, Penn., was occasioned by the bursting of a dam that was utilized by a fishing club. The recent devastating flood at Austin, Tex., was caused by the breaking of a dam which had been built for the purpose of making Austin the centre of a great manufacturing district. Some years ago the writer, while visiting Austin, was taken to the proposed site of this dam. The people of Austin at that time were enthusiastic over the project of their mayor, Mr. McDonald, to expend a million dollars in the construction of the second largest dam in the United States, which would store the waters of the Colorado River in Lake McDonald, thirty miles long, seventy feet deep, and a mile wide. The work cost more than the estimated million dollars, and the capital city issued bonds to cover the expenditure. The water was to furnish power to run the city street-cars and electric lights, and for a host of manufacturing enterprises which were expected to assemble at Austin to secure cheap water power. For some reason the expectations of Mayor McDonald and the good people of Austin were never realized, though the dam was completed and furnished an attractive feature of the city, giving it opportunities for regattas, steamboat excursions, and other interesting aquatic entertainments. The failure to attract manufacturers and to add to the taxable wealth of the city finally created dissatisfaction, and a question arose regarding the validity of the bonds. It is said that the dam was neglected, and when the recent heavy rains came the flood that swept along the Colorado, carrying enormous quantities of debris, carried away the central section, sending a great wedge of the granite structure twenty-five feet high, five hundred feet wide, and eight feet thick down the face of the dam sixty feet into the river-bed below. The roaring waters, like a tidal wave, also swept away the great power-house, drowning eight workmen within its walls, and left a path of ruin and desolation for many miles behind it. The loss of life is calculated at over thirty, and the loss of property at several million dollars. It is one of the greatest calamities that Texas has ever experienced, and teaches anew the lesson that nature will not be bribed.

The Greatest Gun in the World.

THE United States government is making rapid progress toward that point where it may rightfully claim supremacy for its war armament both on land and sea. The final tests of the battle-ship *Kearsarge* have proved this vessel to be superior to anything afloat, so far as its battery equipment is concerned. Our illustration gives a glimpse of a new breech-loading rifle in process of construction at the Watervliet Arsenal, Watervliet, N. Y., which, when completed, will be the most powerful piece of ordnance in the world.

The weight of this enormous instrument of death, without its carriage, will be 126 tons; its length will be forty-nine feet six inches; the diameter of the breech, six feet two inches; the size of the bore, sixteen inches. It will throw a projectile weighing 2,370 pounds with a muzzle velocity of 2,300 feet per second, and its total muzzle energy will be 88,000 foot-tons. To fire the gun will require a powder charge of 1,060 pounds, costing about \$265. Each projectile will cost about \$600, making the total cost of firing the gun not less than \$865. The gun has a theoretical range of 20.76 miles, to attain which the projectile will have to rise to a height of about five miles. The gun will be erected on the fortification at Romer Shoals, one of the outer defenses of New York harbor. It is expected that it will be put in place sometime during 1900.

Our illustration shows one of the last steps in the construction of the gun, when the outer steel jacket is about to descend to its place over the tube. This jacket itself weighs about 80,000 pounds, and when fitted in its place on the tube, will appear as an integral part of the gun. If this step, as illustrated, is successful, the jacket will slide into position as smoothly as a glove and shrink there with a grip on the tube of some 10,000 pounds or more to the square inch. It is an exceedingly delicate point in the process, and any mishap or miscalculation at this juncture would mean a loss of thousands of dollars and possibly months of delay.

"Jasper's" Hints for Money-makers.

MANIPULATORS are at work in Wall Street. Any practiced eye can see it, and the manipulation is for a rise. It is the effort of wealthy operators, pools, and cliques, who found themselves loaded with stocks on the break four months ago, and who are perfectly willing to unload if they can get their price, even without much profit. Repeatedly the effort has been made to start the market upward, but every time such a load of securities has been dumped upon the buyers by a crowd of disappointed ones, anxiously waiting a chance to get out, that the manipulators have been unable or unwilling to take on the additional burden. So we have had sharp advances and quick recessions, and this condition is likely to continue for some time to come, culminating, possibly somewhat later on, with a sharp decline, to be followed by a feeble and fluctuating market with a declining tendency until the result of the coming Presidential election is fully settled.

Manipulators can lighten their losses by buying and selling and taking a profit each way, and thus finally offsetting the heavy losses sustained on the purchase of stocks during the boom. Another impediment in the way of an advance lies in the fact that every shrewd operator who was out of the market at the close of last fall and who was quietly waiting to get in on a slump, and who got in "with both feet," as the expression is, in the middle of December, when Metropolitan sold down to 147, St. Paul 112, Burlington and Quincy 118, Louisville and Nashville 72, Federal Steel at 39, Steel and Wire at 32, and other stocks at similar figures, has been constantly unloading, and the manipulators have therefore found themselves obliged to buy so many stocks that the market has proved too heavy a burden. Railway earnings continue to be most favorable, but there is no doubt that some of the statements of earnings are based on an unusually low percentage of operating expenses, an abnormal condition that will not always exist. The country is prosperous, to be sure, but there is no mistaking the fact that the wave is receding and that the tendency of prices of nearly all commodities is toward a lower level. The wise man in the stock market will therefore be very careful and conservative, with a greater inclination to sell than to buy, and with a purpose to take a profit quickly and be ready to stand from under before a slump comes. The strength of the railroad shares that are included among the gilt-edged securities and of the better class of bonds stands in marked contrast with the weakness of most of the industrials and speculative issues. This indicates that surplus capital prefers a high-priced security with a low interest to a low-priced speculative stock paying large returns, but open to the possibilities of adversity in the future.

"Reader," Grub Gulch, Cal.: I do not.

"T.," Middletown, O.: I cannot advise you regarding Cotton.

"B. D. M.," Baltimore: I do not regard it with great favor.

"Reader," Jacksonville, Fla.: Watson & Gibson, 55 Broadway, stand well. It is an old firm.

"C.," St. Albans, Vt.: Prefer the Erie and Reading bonds. (2) Do not advise their purchase at present.

"E. H.," Fall River, Mass.: I would not sell at present, if you can hold until you can escape a loss, which ought to be before June 1st.

"Layman," Chicago: Would not advise the purchase, except for speculative purposes, and then not unless the market shows considerable strength. Tennessee Coal and Iron is promised a boom.

"M.," Philadelphia: The stocks at the prices you name are good industrial investments, more especially American Tobacco. I do not regard Steel and Wire common with as much favor.

"S.," Topeka, Kan.: The talk of a rise in the tobacco stocks is heard every day and everywhere. (2) I would prefer American Ice to Continental Tobacco common. (3) I think well of Delaware and Hudson as an investment.

"D.," Buffalo, N. Y.: No. (2) Yes. (3) Yes; but I wish you had followed my advice earlier. (4) I prefer American Wire and Steel. (5) Would not like to say until the condition of the iron and steel market, toward the middle of the year, is more definitely disclosed. (6) Not if you have a fair profit.

"McK.," Cincinnati: The government four-per-cents, if money becomes cheaper, as it undoubtedly will in the course of a year or two, are liable to sell higher unless some emergency, such as a deficit in the revenues, should compel an additional bond issue. You certainly will not make much by an exchange for two-per-cents.

"W. E. D.," New York: I have no faith in the future of Pneumatic Horse Collar stock, and regard it as dear at any price. (2) The market makes the price of stocks. If you asked if I would purchase Federal Steel and American Steel and Wire common stocks, at the prices you name, for a long pull, I would answer in the negative.

"W. G. S.," Chicago: The tip to purchase North American has been given repeatedly for a year past. The assets of the company consist of the stocks of certain electric companies and street railway companies in Milwaukee and Cincinnati. The company was organized to purchase the securities owned by the Oregon and Transcontinental company. At last reports it had considerable cash in the treasury, but it has nearly \$40,000,000 of stock, and is rather a close corporation. Strong men are identified with it, and in a rising market could give it considerable strength.

"C.," St. Albans: Among the best class of bonds for permanent investment stand the divisional bonds of the Chicago, Milwaukee and St. Paul, and the sinking-fund bonds of the Chicago and Northwest. I am also very favorably impressed by the Adams Express bonds, selling at this writing at about 104. These are much more secure investments than any of the preferred stocks of the industrials, but not much, if any, better than the preferred stocks of the St. Paul and Northwest railroads. I think well of Union Pacific preferred, but it must not be considered a gilt-edged investment. It is a fair railroad stock investment, and may sell higher.

"Constant Reader," New Haven, Conn.: I do not regard the Minneapolis, St. Paul, and Sault Ste. Marie preferred as a good investment, excepting from the speculative standpoint. Its earnings are large and it is in a growing territory. Its friends advocate its purchase. Being controlled by the Canadian Pacific, of course it is subject to the possibilities of manipulative book-keeping. (2) Colorado Midland reports increasing earnings, and an effort is being made to advance the stock. I do not regard the preferred in the light of an investment. It has a fair speculative value. (3) I am not advising the purchase of stocks generally.

"P.," Kansas City, Mo.: The Metropolitan Street Railway of New York is using a number of compressed-air motors, and it is not true that they have proved a failure. A large additional number have been ordered. Mr. Vreeland is not to continue in the presidency of the American Air Power Company, but he has stated that he is entirely friendly to that concern. His successor, Henry D. Cooke, of Chicago, is one of the highest authorities on the use of compressed air in the United States, a man of rare ability, who enjoys the confidence of all who have watched his remarkably successful career.

"B.," Baltimore: Chesapeake and Ohio paid one per cent. last October. It is not an investment security. (2) The earnings of the Pullman Company justify its price. If it were not for the fear of adverse legislation, it would sell higher. (3) Baltimore and Ohio is doing a large and profitable business. It has been put on a sound basis and is in the hands of practical men. These things have much to do with the advance in the stock. (4) Pacific Mail is a variable quantity, and I have hesitated to recommend its purchase, because it is so susceptible to manipulation and subject, also, to too many ups and downs. (5) Reading and Erie common did not participate to the same extent as most other stocks in the rise of last year. With an active market both could be made to move quickly. Their control by the Pennsylvania and Central combine would strengthen them. (6) I think all of the industrials you name, with possibly one exception, will pay dividends on their common stocks this year. (7) There is no danger that foreign capital will control American railroad interests, though no doubt much foreign capital is profitably invested in the bonds and stocks of our best railroads. As to the union of the Vanderbilt and Pennsylvania interests for the protection of their railroad properties, by securing a potential influence over independent and competitive systems, there is general belief that not only the Vanderbilts and the Pennsylvania but also the Gould and Harriman interests are working toward the accomplishment of the same purpose—the stability of rates.

JASPER.



BIRD'S-EYE VIEW OF THE CAMP OF THE TWELFTH BRIGADE OF ENGLISH TROOPS IN SOUTH AFRICA—SIGNAL HILL IN THE BACKGROUND.



THE SAD ROLL OF THE WOUNDED



ON THE FIELD OF BATTLE—STATION RE-ARMED



THE WARWICKS CHARGING A KOPJE UNDER DEADLY FIRE.



STANDING-ROOM ONLY!—RUSHING THE ENGLISH RE-ENFORCEMENTS TO THE FRONT.



A DANGEROUS TASK FOR THE BROKEN

ENGLISH FIGHTERS IN THE WAR

THE HARD TASK HER MAJESTY'S SOLDIERS HAVE BEFORE THEM, AND THE WAY IN WHICH THEY ARE BEING MET



SAD ROLL OF THE BATTALION.



THE FORMIDABLE LYDDITE HOWITZER BATTERY OF THE THIRTY-SEVENTH ROYAL ARTILLERY—PREPARING TO FIRE ON A BOER LAAGER.



THE BUFFS, IN THEIR LONG COATS, EN TRAIN FOR MODDER RIVER.



F BATTLE—BATTALION READY TO MEET



ON THE WAY TO THE FRONT—COMPANY B, WARWICKSHIRE MOUNTED INFANTRY, LEAVING CAMP.



THE KILLING DRAGOONS ON THE MARCH TO MODDER RIVER.



OUS TASK IN BROKEN COUNTRY.



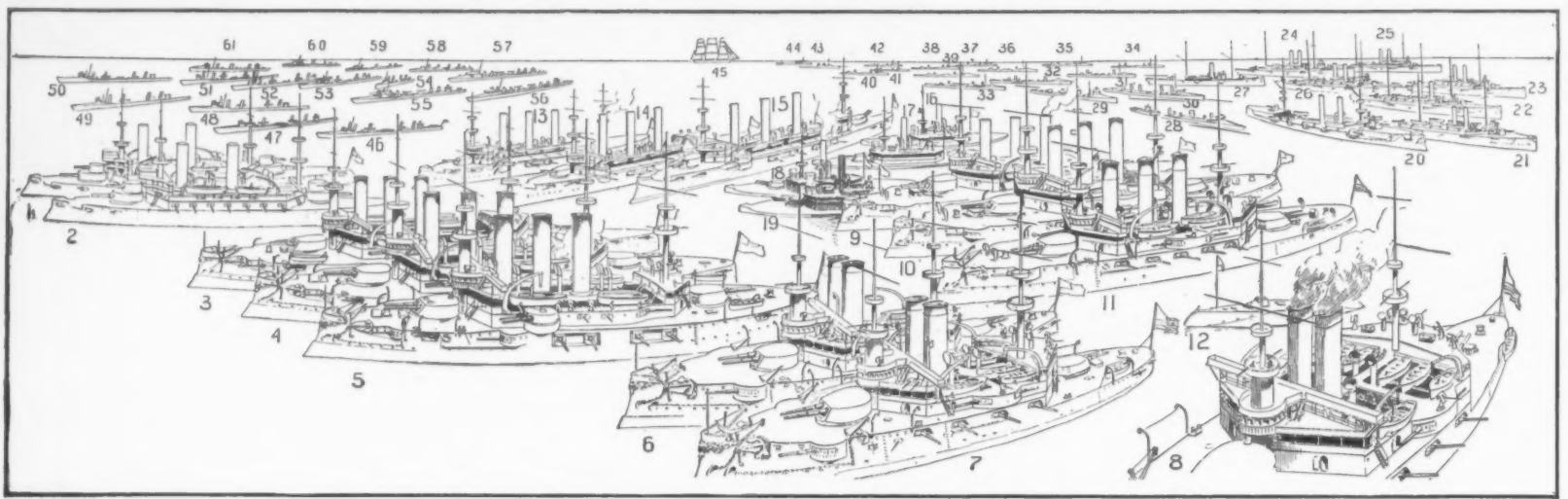
GENERAL KELLY-KENNY, REVIEWING THE GALLANT YORKS BEFORE AN ADVANCE.



THE FAMOUS REMINGTON SCOUTS SETTING OUT ON AN EXPEDITION AGAINST THE BOERS NEAR COLESBURG.

IN WAR AGAINST THE BOERS.

BEING PERFORMED.—FROM STEREOSCOPIC PHOTOGRAPHS BY UNDERWOOD & UNDERWOOD, NEW YORK.



KEY TO OUR QUADRUPLE-PAGE SUPPLEMENT, SHOWING THE \$250,000,000 ADDITION TO THE UNITED STATES NAVY.

No.	Name.	Type.	Speed in knots.	No.	Name.	Type.	Speed in knots.	No.	Name.	Type.	Speed in knots.	No.	Name.	Type.	Speed in knots.
1	Kearsarge	Battle-ship.	17	17	Connecticut	Monitor.	12	32	Barney	Torpedo-boat	28	47	Barry	Torpedo-boat destroyer.	29
2	Kentucky	"	17	18	Florida	"	12	33	Blakely	"	26	48	Chauncey	"	29
3	Georgia	"	19	19	Wyoming	"	12	34	De Long	"	26	49	Dale	"	28
4	New Jersey	"	19	20	Albany	Sheathed protected cruiser.	20	35	Nicholson	"	26	50	Decatur	"	29
5	Pennsylvania	"	17	21	Denver	"	17	36	Biddle	"	26	51	Paul Jones	"	29
6	Illinois	"	17	22	Des Moines	"	17	37	O'Brien	"	26	52	Perry	"	29
7	Wisconsin	"	17	23	Chattanooga	"	17	38	Shubrick	"	26	53	Preble	"	29
8	Alabama	"	17	24	Galveston	"	17	39	Stockton	"	26	54	Stewart	"	29
9	Missouri	"	18	25	Tacoma	"	17	40	Thornton	"	26	55	Truxton	"	30
10	Ohio	"	18	26	Cleveland	"	17	41	Tingey	"	26	56	Whipple	"	30
11	Maine	"	18	27	Unnam'd gun-boat for lake service.	"	17	42	Wilkes	"	26.5	57	Worden	"	30
12	Plunger	Submarine torpedo-boat.	8	28	Stringham	Torpedo-boat.	30	43	Dahlgren	"	30	58	Hopkins	"	29
13	West Virginia	Armored cruiser.	22	29	Goldsborough	"	30	44	T. A. M. Craven	"	30	59	Hull	"	29
14	Nebraska	"	22	30	Bailey	"	30	45	Chesapeake	Training-vessel for Naval Academy.	29	60	Lawrence	"	30
15	California	"	22	31	Bagley	"	28	46	Bainbridge	Torpedo-boat destroyer	29	61	Macdonough	"	30
16	Arkansas	Monitor.	12												

OUR FIGHTERS OF THE SEA.

THE SEA-STRENGTH OF THE EIGHT GREATEST NAVIES OF THE WORLD COMPARED AT THE BEGINNING OF THE YEAR 1900.

THE figures presented in the following tables show the strength of the principal navies, in ships built and building, early in 1900. Small and obsolete ships are not admitted to the comparison, which includes only modern vessels of 3,000 tons and upward, forming really the heavy fighting fleets of the Powers in question. As the different navies have various methods of classifying their ships, a common standard has been chosen for all, conforming closely with United States practice. The tables give some idea of the average sizes of the vessels in the different navies, as well as the numbers of ships. The average speed under each heading is also given.

FIRST CLASS BATTLE-SHIPS.

	Number.	Displacement.	Size.	Average Speed.
England	46	608,903	13,237	17.8
France	20	228,126	11,406	16.8
Russia	15	171,866	11,425	17.2
United States	12	137,429	11,452	16.9
Italy	14	169,830	12,131	18.0
Germany	13	140,570	10,813	18.4
Japan	5	70,060	14,012	18.6
Austria				

SECOND CLASS BATTLE-SHIPS.

	Number.	Displacement.	Size.	Average Speed.
England	24	209,170	8,715	13.7
France	18	134,983	7,499	14.8
Russia	6	55,325	9,321	16.1
United States	1	6,315	6,315	17.8
Italy				
Germany	8	58,146	7,288	14.1
Japan	1	7,430	7,430	15.4
Austria	4	29,150	7,288	16.1

COAST DEFENSE BATTLE-SHIPS.

	Number.	Displacement.	Size.	Average Speed.
England	18	84,480	4,693	11.5
France	6	31,917	5,320	12.8
Russia	17	73,434	4,320	13.3
United States	10	38,504	3,850	12.1
Italy	5	21,322	4,264	12.0
Germany	9	33,400	3,711	15.6
Japan				
Austria	9	44,140	4,904	15.2

ARMORED CRUISERS.

	Number.	Displacement.	Size.	Average Speed.
England	23	223,600	9,722	21.1
France	16	120,947	7,559	20.6
Russia	6	58,451	9,742	18.8
United States	2	17,750	8,875	21.4
Italy	5	31,363	6,253	19.9
Germany	2	20,416	10,208	19.0
Japan	5	48,536	9,707	21.1
Austria	2	11,520	5,760	19.5

FIRST CLASS PROTECTED CRUISERS.

	Number.	Displacement.	Size.	Average Speed.
England	33	298,920	7,866	20.3
France	7	48,946	6,992	21.0
Russia	6	37,890	6,315	21.0
United States	3	20,620	6,873	22.6
Italy				
Germany	6	34,582	5,764	20.1
Japan				
Austria				

SECOND CLASS PROTECTED CRUISERS.

	Number.	Displacement.	Size.	Average Speed.
England	37	141,680	3,889	19.2
France	23	91,356	3,973	18.1
Russia	3	10,386	3,462	16.5
United States	17	59,629	3,508	18.6
Italy	5	17,371	3,454	17.4
Germany	4	17,193	4,298	20.1
Japan	11	45,490	4,186	20.3
Austria	4	14,960	3,745	16.7

TOTAL FIGHTING FLEETS.

	Number.	Displacement.	Size.	Average Speed.
England	186	1,566,753	8,423	18.5
France	90	656,285	7,392	17.4
Russia	53	406,852	7,676	16.7
United States	45	290,247	6,228	17.2
Italy	29	239,686	8,265	17.6
Germany	42	304,307	7,245	17.2
Japan	22	171,516	7,796	19.6
Austria	19	99,790	5,252	16.2

That some idea of the naval strength of the various political combinations may be formed, a table is presented, showing the power, in battle-ships and in cruisers, of the Anglo-Saxon (sympathetic) alliance, the Franco-Russian or dual alliance, and the triple alliance of Germany, Italy, and Austria-Hungary. The latter nation cannot class with the other Powers in naval strength, but is included for the sake of the above combination.

BATTLE-SHIPS.

	Number.	Displacement.	Size.	Average Speed.
Anglo-Saxon	111	1,084,901	9,773	16.2
Franco-Russian	82	595,151	7,258	16.1
Triple Alliance	62	496,558	8,009	17.0

CRUISERS.

	Number.	Displacement.	Size.	Average Speed.
Anglo-Saxon	120	762,199	6,352	20.3
Franco-Russian	61	367,976	6,032	19.7
Triple Alliance	28	147,225	5,258	19.2

The Anglo-Saxon is seen to have a very comfortable lead over either of the other combinations, and, indeed, is fully on a par with both together; while a common language, similar traditions, and the fact that both parties are sprung from a common stock militate largely to our advantage.

A discussion of the war-fleets of several nations is not complete without some mention of their powers of offense, that is, of the guns of various sizes upon which these nations depend, in time of war, to impress upon their foes a conviction of the soundness of the arguments with which they entered the conflict. The appended table shows the number and approximate character of the guns carried by the ships included in the previous lists. It should be noted that all the guns under four-inch, and practically all those from four-inch to eight-inch in calibre, are of the rapid-fire pattern. This statement would not necessarily be true were the smaller and obsolete ships of the various Powers included in the tables.

NUMBER AND CHARACTER OF GUNS CARRIED.

	Twelve-inch and over.	Eight to twelve-inch.	Four to eight-inch.	Under four-inch.	Total.
England	210	365	1,671	4,258	6,504
France	75	103	739	1,506	2,423
Russia	74	127	468	1,184	1,853
United States	64	100	397	830	1,391
Italy	44	36	359	717	1,156
Germany	154	335	869	1,356	2,614
Japan	27	32	245	430	734
Austria	5	82	117	329	533

In these tables the main points to be emphasized, aside from England's great preponderance in every type of vessel and gun mentioned, are: The great size and high speed of the Japanese battle-ships; the weakness of the United States in armored cruisers, our numerical weakness in first-class protected cruisers, but the exceedingly high speed of the three ships of this class which we possess (*Olympia* 21.09, *Columbia* 22.8, and *Minneapolis* 23.07 knots); Russia's weakness in small protected cruisers (to be largely remedied by ships laid down this year); and Japan's very high average speed for the entire fighting fleet; indeed, of the twenty two Japanese ships included, only one, the *Chin Yen*, captured from the Chinese in 1894, has a speed of less than 17.5 knots. This general view of the various navies leads us to a consideration of the units comprising the several fleets. A comparison of the salient points of the latest battle-ships, armored cruisers, and protected cruisers, laid down by the various Powers, is given herewith. In each case the coal supply given is the total maximum bunker capacity. No guns lighter than the German twenty-pounders are mentioned.

BATTLE-SHIPS NOW BUILDING.

	Name.	Tons.	Horse Power.	Speed.	Coal.	Armor, inches.	Battery, inches.
England	Duncan	14,000	18,000	19.	2,000	7.	4 12.0, 12 6.0
France	Suffren	12,728	16,200	18.	1,150	11.8	4 11.8, 10 6.3, 8 3.9
Russia	Tsarevitch	13,110	16,300	18.	2,000	9.	4 12.0, 12 6.0
United States	Maine	12,500	16,000	18.	2,000	11.	4 12.0, 16 6.0
Italy	Benedetto Brin	12,765	18,000	19.	1,000	6.	4 12.0, 4 8.0, 12 6.0
Germany	Kaiser Wilhelm	11,130	13,000	18.	1,000	11.8	4 9.4, 18 5.9, 12 3.4
Japan	Shikishima	15,140	14,500	18.	1,400	9.	4 12.0, 14 6.0
United States	New Jersey	13,500	18,000	18.5	2,000	9.	4 12.0, 4 8.0, 12 6.0

ARMORED CRUISERS NOW BUILDING.

	Name.	Tons.	Horse Power.	Speed.	Coal.	Armor, inches.	Battery, inches.
England	Drake	14,100	30,000	23.	6.	2,500	2 9.2, 16 6.0
France	Jeanne d'Arc	11,370	28,000	23.	6.	2,100	2 7.6, 8 5.5, 12 3.9
Russia	Gromobol	12,336	15,000	19.	6.	2,500	4 8.0, 16 6.0, 6 4.7
United States	California	12,000	23,000	22.	10.	2,000	4 8.0, 14 6.0
Italy	Ferruccio	7,398	13,500	20.	6.	1,000	1 10.0, 2 8.0, 14 6.0
Germany	Bismarck	10,650	13,500	19.	7.9	1,000	4 9.4, 12 5.9, 10 3.4
Japan	Asama	9,750	18,000	21.5	7.	1,400	4 8.0, 14 6.0

PROTECTED CRUISERS NOW BUILDING.

	Name.	Tons.	Horse Power.	Speed.	Coal.	Deck, inches.	Battery, inches.
England	Niobe	11,000	18,000	20.75	1,900	4.5	16 6.0
France	Guichen	8,157	24,000	23.55	1,460	2.	2 6.3, 6 5.5
Russia	Variag	6,500	20,000	23.	1,000	5.	12 6.0
United States	Denver	3,100	4,500	16.5	700	2.	12 5.0
Russia	Novik	3,003	15,000	25.	500	2.	6 6.0
Germany	Hansa	5,650	10,000	20.	950	3.9	2 8.3, 8 5.9, 10 3.4
Japan	Takasago	4,300	15,500	22.5	1,000	4.5	2 8.2, 10 4.7

Though she is one of the smallest battle-ships noted, our *Maine* compares very favorably with the others in point of speed, is in the front rank in coal endurance, has thicker armor than most of the others, and has a battery surpassed by none unless it be the *Benedetto Brin*, which latter ship compensates for her heavy battery and high speed by scanty protection and a relatively small supply of coal. In view of the fact, however, that the *Maine* is to be armed with the new high-powered guns, she has actually a battery far superior to that of any foreign ship mentioned, or, indeed, of any at present projected. For a determination of this fact a little further analysis is necessary. The particulars are shown in the following tables, in which the first column gives the battery, the second gives the muzzle energy of each gun in foot tons, the third shows the rate of fire in shots per minute from each gun, while the fourth gives the muzzle energy per minute for each type of gun, and the total fire for each ship. The numbers following the names of the ships designate the quotient obtained by dividing the total of each fourth column by this displacement of the ship. They represent, of course, the number of feet the ship could be lifted bodily, in a vertical line, by the energy of one minute's firing from her own guns; and indicate, roughly, the power of the design, as compared with the capital (tonnage) which the naval architect had at his command.

DUNCAN, 38.1.

Battery.	Muzzle energy.	Rate of fire.	Muzzle energy per minute.
4-12 inch.	39,850	3/4	119,550
12-6 "	4,840	6	348,480
12-12 pounders	423	10	50,760
12-3 "	80	15	14,400

40.....Total.....533,190

SUFFREN, 36.6.

Battery.	Muzzle energy.	Rate of fire.	Muzzle energy per minute.
4-11.8-inch	30,750	3/4	92,250
8-6.3 "	4,730	6	283,040
8-3.9 "	1,475	10	118,000
16-3 pounders	121	15	29,040

36.....Total.....466,390

TSAREVITCH, 42.4.

Battery.	Muzzle energy.	Rate of fire.	Muzzle energy per minute.
4-12-inch	33,020	3/4	99,060
12-6 "	4,840	6	348,480
20-12 pounders	423	10	84,600
20-3 "	80	15	24,000

56.....Total.....556,140

MAINE, 62.6.			
Battery.	Muzzle energy.	Rate of fire.	Muzzle energy per minute.
4-12-inch	46,246	3/4	138,738
16-6 "	5,838	6	560,448
20-6-pounders	280	15	84,000
40.....Total.....			783,186
BENEDICTO BRIN, 47.2.			
4-12-inch	39,850	3/4	119,550
4-8 "	10,662	2	85,296
12-6 "	4,840	6	348,480
10-12-pounders	423	10	42,300
30.....Total.....			595,626
KAISER WILHELM, 53.8.			
4-9.4-inch	19,905	1	79,620
18-5.9- "	4,213	6	429,726
12-3.4- "	771	10	92,520
34.....Total.....			601,866
SHIKISHIMA, 40.3.			
4-12-inch	39,850	3/4	119,550
14-6 "	4,840	6	406,560
20-12-pounders	423	10	84,000
38.....Total.....			610,110
NEW JERSEY, 63.3.			
4-12-inch	46,246	3/4	138,738
4-8 "	13,602	2	108,816
12-6 "	5,838	6	430,336
16-14-pounders	874	10	139,840
16-3- "	187	15	44,880
Total.....			852,610

In these tables the great fighting value of the American ships, due largely to the adoption of the new high powered guns, is very evident. Not one of the foreign ships approaches the *Maine* in this respect, and the *New Jersey* is seen to be still further removed from European standards. It may be of interest to note that the *Oregon's* fighting power, computed on the above basis for her condition when she fought so gloriously at Santiago, may be represented by 218,556 foot-tons per minute, which has been increased by the adoption of smokeless powder, and the installation of six-inch rapid-fire guns in place of her six-inch slow-fire guns, to 319,296. This is far below the figure for any other ship mentioned, but it is only fair to remark that the bulk of the *Oregon's* battery consists of heavy, slow-firing guns, capable of great penetration and execution, but not showing up to great advantage when it comes to a comparison like the above. In all the above ships it will be seen that the heaviest part of the energy may be traced to the six-inch rapid-fire guns, which give, in the aggregate, from three to five times as heavy a discharge per minute as do the monster pieces heading the lists.

Our new armored cruisers will prove to be the peers of any afloat, and could attack, with a high chance of success, any but the most powerful battle-ships. If, as is reported, the armor-belt is to be ten inches thick, it will at once be seen to offer a far more formidable resistance to inquisitive shells than the belts of the new English, Russian, Italian, and Japanese battle-ships. The design not being complete, however, the particulars are not fully settled, and a thinner belt may finally be decided upon. The *Ferruccio* is interesting as being a slightly enlarged and somewhat modified *Cristobal Colon*, of Santiago fame.

In protected cruisers we do not fare so handsomely. While the other Powers are building fine ships of 4,300 to 11,000 tons, our efforts have culminated in an antiquated design of 3,100 tons, slower by two knots than modern battle-ships. The new Russian cruiser *Novik* is introduced for comparison. The batteries are approximately equal, protection favors the Russian, in coal capacity we are ahead, but in speed—!

On March 3d, 1899, Congress authorized the construction of three more first-class battle-ships, to be called the *Georgia*, *New Jersey*, and *Pennsylvania*; three large armored cruisers, *California*, *West Virginia*, and *Nebraska*, already described, and six partially protected cruisers, likewise described previously. The battle-ships are to be of 13,500 tons displacement, with a speed of eighteen knots, and will much resemble the new *Maine* in appearance. Several designs have been evolved for the distribution of the battery and armor, the chief departures in this respect from the *Maine* being the substitution, in the adopted design, of four eight-inch guns for a similar number of six-inch guns, and a reduction in the thickness of the armor belt from eleven inches to nine inches. In any event, these ships will be most powerful specimens of their class. It is to be regretted that Congress has delayed their construction by requiring that their armor shall be purchased at an absurdly low figure. Their construction has not been commenced; therefore they are not included in the lists of navies, but are included, for comparison, in the lists of individual ships. The armored cruisers are under a like embargo, and it is to be deeply deplored that we are to wait for these fine vessels until Congress sees fit to remove the obstruction. They have been shown in the comparison of individual ships, representing as they do our latest design in this type of vessel, but are not included in the first tables. The small cruisers have been begun, and hence are included in both tables. They represent a distinct retrograde movement in design, for their speed is what was required of ships of similar type fifteen years ago, and they have no compensating advantages. A comparison with foreign-building cruisers of the same size places them in a very unfavorable light.

The new programme, recommended by Secretary Long, and incorporated in President McKinley's message to Congress, contains no battle-ships, but includes three armored cruisers, even larger than the *California* class, three protected cruisers slightly larger than the *Columbia*, and twelve small gun-boats, recommended by Admiral Dewey for service in our new insular possessions. No action has yet been taken by Congress in the matter. In this connection it is interesting to note what other nations are doing in this respect. Secretary Long's report for 1899 shows the new ships laid down during the year to be, in tons:

Battle-ships.	Cruisers.	Torpedo-craft.	Total.
England.....	116,000	127,700	243,700
France.....	25,456	113,943	144,199
Russia.....	57,426	6,375	63,801
United States.....	49,910	49,910
Italy.....	32,000	32,000
Germany.....	44,324	4,800	49,124

* Including four monitors.

The total tonnage under construction during the year is stated by the Secretary to be:

Battle-ships.	Cruisers.	Torpedo-craft.	Total.
England.....	251,700	267,080	518,780
France.....	80,281	166,283	246,564
Russia.....	115,713	92,697	208,410
United States.....	107,655	4,935	112,590
Italy.....	78,454	38,901	117,355
Germany.....	99,729	41,851	141,580
Japan.....	59,700	63,280	122,980

* Including four monitors.

As all the vessels called for by Japan's building programme are either completed or under way, no new vessels were laid down during the year. Of the other Powers, only Germany and Italy laid down less tonnage than we did (Germany by a very narrow margin), while Italy alone has less under construction.

Most ominous is the attitude of Germany. Four battle-ships laid down in 1899 make a total of nine under construction, against which we have three and eight, respectively. But the new German programme, extending over eighteen years, contemplates such an addition to the armored fleet that it shall equal the present force of Great Britain. Four hundred million dollars are to be expended. The designed increase will include nineteen first-class battle-ships, eight first-class cruisers, some of which will be armored, and fifteen second-class cruisers. Our new navy, begun, say, in 1885, has cost us \$98,500,000 for ships completed, with an estimated addition of \$62,500,000 to cover ships now under construction, while the programme of March 3d, 1899, calls for \$30,000,000 more, a grand total of \$191,000,000.

The ships just now under construction for the United States Navy form an imposing force—nay, a powerful squadron, able to set at defiance the combined navies of the world outside our six greatest rivals; but we cannot stop here. Other nations are building heavily. Germany is close upon our heels at present, and unless we increase our efforts we will be distanced within a short time. It is evident that we must be prepared to double our fleet within the next ten or twelve years, if we are to maintain our present position.

It may be noted in passing that England will have under construction during the calendar year 1900 seventeen first-class battle-ships, twenty first-class armored cruisers, four protected cruisers, five sloops and gun-boats, and twenty-one torpedo-boat destroyers, besides smaller craft.

Japan, on the opposite side of the globe, has, as already mentioned, substantially completed her great building programme of 1894. But what with the unsettled and at times decidedly threatening state of affairs in the East, the boundless ambition of the vigorous islanders, and their undying hatred of the Russians and of Russian methods, we may expect another large programme to be announced at any moment. Japan has become a factor to be reckoned with, in the Pacific at least. Practically all her interests are concentrated in one quarter, and a given force of ships will therefore "go farther" with her than with a nation like the United States, with two immense sea-coasts to protect, to say nothing of a prospective inter-oceanic canal distant some 1,300 miles from our nearest port.

Captain Alfred T. Mahan, whose authority on naval strategy is unchallenged, maintained, in his recent interesting contribution to *LESLIE'S WEEKLY*, that unless our navy is to fall into the passive state of being one for defense only, we must keep upon the Pacific a force always superior to that of Japan, its Atlantic counterpart being of twice that strength. With this estimate to work on, it may be said that we need at once, in addition to all ships now building or authorized, three first-class battle-ships, ten armored cruisers, and fifteen protected cruisers. This would bring our fighting fleet of forty-five vessels up to seventy-nine, or well ahead of Russia, and would place us upon a firmer footing than we have enjoyed since 1866, when our enormous Civil-War navy began to melt away.

SIDNEY GRAVES KOON.

To Amateur Photographers.

LESLIE'S WEEKLY was the first publication in the United States to offer prizes for the best work of amateur photographers. Many of our readers have asked us to open a similar contest, and we therefore offer a prize of five dollars for the best amateur photograph received by us in each weekly contest, the competition to be based on the originality of the subject and the perfection of the photograph. Preference will be given to unique and original work and for that which bears a special relation to news events of current interest. We invite all amateurs to enter this contest. Photographs may be mounted or unmounted, and will be returned if stamps are sent for this purpose with a request for the return. All photographs entered in the contest and not prize-winners will be subject to our use unless otherwise directed, and one dollar will be paid for each photograph that may be used. No copyrighted photographs will be received, nor such as have been published or offered elsewhere. Many photographs are received, and those accepted will be utilized as soon as possible. Contestants should be patient. No writing, except the name and address of the sender, should appear on the back of the photograph, and in every instance care must be taken to use the proper amount of postage. Photographs must be entered by the amateur who took the picture. Preference is always given to pictures of recent current events of importance, for the news feature is one of the chief elements in selecting the prize-winners.

The Paris Exposition.—During the Paris Exposition *LESLIE'S WEEKLY* will devote a page or more, at intervals, to a special display of photographs taken on the exposition grounds by amateurs. The best photograph, from the standpoint of originality, interest, and artistic merit, at the close of the contest, November 1st, will receive a special prize of twenty dollars, and for each photograph accepted two dollars will be paid on publication. Entries should be marked: "For Paris Exposition Amateur Contest." See general directions.

\$10 FOR THE BEST BICYCLE PICTURE.—In June we will devote a page or more in our amateur prize photographic contest to unique, newsy, and original bicycle pictures sent by amateurs. The prize-winner will receive ten dollars, and for each of the other accepted photographs two dollars will be paid. Entries must be received by June 1st, and should be addressed to "Bicycle Photograph Contest." The same regulations as in the other contests will govern.

Value of Stereoscopic Photographs.

In addition to illustrations by our own artists, we publish several pages in this issue from stereoscopic photographs recently made by the enterprising firm of Messrs. Underwood & Underwood, of this city, who seem to be making much more out of stereoscopic photographs than has ever been thought possible before. This firm for a number of years has been sending their stereoscopic artists, regardless of expense, to the very ends of

the earth to obtain true impressions of every great event, and to bring home to the people of this and other countries the historical and picturesque from all lands. Heretofore, to a great extent, stereoscopic photographs have been thought of merely as a means of entertainment. Recently, however, a great change of sentiment has evidently been taking place, for we hear of the pictures being rapidly introduced into university and private libraries, where they are made to serve an educational purpose. Many prominent educators believe that stereoscopic photographs will eventually have a standard place in all educational institutions.

Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of *LESLIE'S WEEKLY*. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable.]

An effort is being made in Ohio to pass a law prohibiting the issuance of policies upon the lives of children less than twelve years of age. Such a law should be passed in every State. Child insurance has become one of the great crimes against civilization in Europe, and is rapidly becoming one here. Numberless instances have been reported in which parents have deliberately insured the lives of their little ones for the purpose of sacrificing the children and obtaining the insurance money to gratify bestial appetites. Horrible instances of the cruel treatment of children are constantly being recorded by the press. Does any one doubt that parents guilty of such brutality would hesitate to sacrifice the lives of their little ones to obtain a few dollars of insurance? And what protection have helpless children under the age of twelve, and over that age up to fifteen or sixteen years, against a cruel parent? It is hoped that this matter will be taken up by our humane societies, and that legislation adequate to the emergency will be insisted upon.

"Executor," Cleveland, O.: The Mutual Life of New York grants thirty days' grace on the payment of premiums.

"Tut," Matteawan, N. Y.: Write to the Northwestern Mutual Life, and if the reply is unfavorable communicate with me and I will advise you.

"O. L.," St. Louis, Mo.: Take a fifteen-year endowment policy for \$5,000 or \$10,000 in any one of the great New York companies and you will accomplish your purpose. With an income of \$5,000 a year, you can afford it.

"Workman," Portland, Me.: You can obtain a loan from the Mutual Life upon your policy at five per cent. per annum, if your policy has been issued longer than three years. Address the president of the company at New York.

"G. M.," New York: It would be advisable for you to give preference between the companies named to a policy in some company like the New York Life. It will cost you more at the beginning, but will give you more at the end, and absolute security will be guaranteed.

"Clerk," Kansas City, Mo.: With your limited income I would advise a straight-life policy, or one for a limited term, with the option of renewal. This would not be expensive, and in a good company would be practically an investment. The older you grow the greater will be the value of your policy.

"R. L.," St. Louis, Mo.: There is such a thing as taking out a life-insurance policy as an investment. Any agent of any great company will show you the different forms of such investments. It is true that they provide for the return, at the end of a stipulated period, of nearly all the money that you have put in, but of course not with the interest included. I can send you a form of contract offered by any of the large companies. But you can get it just as well from a local agent.

The Hermit.

If You Feel "All Played Out"
Take Horsford's Acid Phosphate.

It repairs broken nerve force, clears the brain, and strengthens the stomach.

How To Avoid Wrinkles.

In the presence of the immense success obtained by Dr. Dys' Toilet Sachets in Paris, for the freshness of the complexion, their preparer, V. Darsy, has just opened a branch in New York, at 129 East Twenty-sixth Street. The milk spread by these Sachets in toilet water instantaneously stops you from growing older, and by degrees restores you to youthfulness. Wrinkles never appear on the face of ladies who follow this treatment.

That Little Book

"Babies," issued by Borden's Condensed Milk Company, New York, should be in the hands of all young mothers. The hints it contains are invaluable to the inexperienced. Sent free upon application.

Coffee Argument.

NEW EVIDENCE OF THE EFFECT.

A SOUTH DAKOTA man, W. A. Dawley, Sturgis, explains the condition some men get into from coffee-drinking. Let it be understood that coffee seems to agree with some people well enough, but when a person finds it does not agree, it is better to leave it off. He says: "I used coffee about twenty years, and quit it September 30th, 1898. I had become almost a complete wreck, thin in flesh and emaciated, dyspepsia and indigestion of the worst order, nerves shattered, no appetite, slept very little, and my blood was so thin that the slightest breeze chilled me through."

"Medicines gave no relief; I had about given up, when I finally concluded to investigate and see if it was really true, as I had read in a number of your statements, that coffee acted like a poison to some people. It was an easy matter to leave off coffee when I took Postum Food Coffee, for the food coffee tasted as good as the other, and, to my surprise, it set good on my weak stomach."

"I have been buying the Postum through my grocer, Mr. James Meyer, and always have followed directions carefully. I liked it from the first, and have drank Postum three times a day ever since. Have gained twenty pounds in weight, my appetite is better than ever before, my sleep perfect, dyspepsia is a thing of the past, and my nerves are what they should be. I can vouch for the statement that Postum Food Coffee 'makes red blood' and plenty of it. My son, Amos Dawley, of this city, has been completely cured of dyspepsia in three months by quitting coffee and using Postum Food Coffee. This is given you as an honest testimonial of the priceless value of your (to me) life-saving food drink. You are welcome to use my name if you want." Respectfully.



BIRD'S-EYE VIEW OF THE CAMP OF THE TWELFTH BRIGADE OF ENGLISH TROOPS IN SOUTH AFRICA—SIGNAL HILL IN THE BACKGROUND.



THE SAD ROLL CALL AFTER AN ENGAGEMENT.



ON THE FIELD OF BATTLE—AN ENGLISH BATTALION IN A CAVALRY CHARGE.



THE WARWICKS CHARGING A KOPJE UNDER DEADLY FIRE.



STANDING-ROOM ONLY!—RUSHING THE ENGLISH RE-ENFORCEMENTS TO THE FRONT.



A DANGEROUS TASK—SCOUTING OVER BROKEN GROUND.

ENGLISH FIGHTERS IN THE WAR

THE HARD TASK HER MAJESTY'S SOLDIERS HAVE BEFORE THEM, AND THE WAY IN WHICH IT IS BEING MET.

Copyright, 1900.



ALL AFTER AN ENGAGEMENT.



THE FORMIDABLE LYDDITE HOWITZER BATTERY OF THE THIRTY-SEVENTH ROYAL ARTILLERY—PREPARING TO FIRE ON A BOER LAAGER.



THE BUFFS, IN THEIR LONG COATS, EN TRAIN FOR MODDER RIVER.



—AN ENGLISH BATTALION READY TO MEET CAVALRY CHARGE.



ON THE WAY TO THE FRONT—COMPANY B. WARWICKSHIRE MOUNTED INFANTRY, LEAVING CAMP.



THE KILLING DRAGOONS ON THE MARCH TO MODDER RIVER.



—SCOUTING OVER BROKEN COUNTRY.



GENERAL KELLY KENNY, REVIEWING THE GALLANT YORKS BEFORE AN ADVANCE.

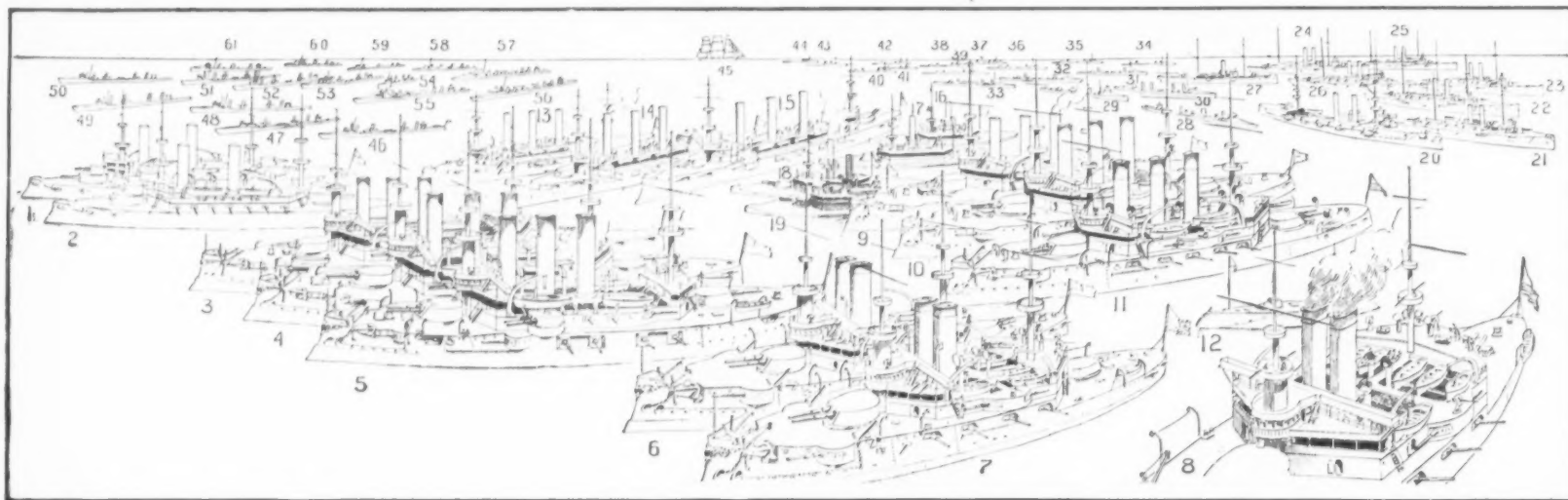


THE FAMOUS REMINGTON SCOUTS SETTING OUT ON AN EXPEDITION AGAINST THE BOERS NEAR COLESBURG.

THE WAR AGAINST THE BOERS.

WHICH IT IS BEING PERFORMED.—FROM STEREOSCOPIC PHOTOGRAPHS BY UNDERWOOD & UNDERWOOD, NEW YORK.

Copyright, 1900.



KEY TO OUR QUADRUPLE-PAGE SUPPLEMENT, SHOWING THE \$250,000,000 ADDITION TO THE UNITED STATES NAVY.

No.	Name.	Type.	Speed in knots.	No.	Name.	Type.	Speed in knots.	No.	Name.	Type.	Speed in knots.	No.	Name.	Type.	Speed in knots.
1	Kearsarge	Battleship.	17	17	Connecticut	Monitor.	12	32	Barney	Torpedo-boat	28	47	Barry	Torpedo-boat destroyer	29
2	Kentucky	"	17	18	Florida	"	12	33	Blakely	"	26	48	Chauncey	"	29
3	Georgia	"	19	19	Wyoming	"	12	34	De Long	"	26	49	Dale	"	28
4	New Jersey	"	19	20	Albany	Sheathed protected cruiser.	20	35	Nicholson	"	26	50	Decatur	"	28
5	Pennsylvania	"	19	21	Denver	"	17	36	Biddle	"	28	51	Paul Jones	"	29
6	Illinois	"	17	22	Des Moines	"	17	37	O'Brien	"	26	52	Perry	"	29
7	Wisconsin	"	17	23	Chattanooga	"	17	38	Shubrick	"	26	53	Preble	"	29
8	Alabama	"	18	24	Galveston	"	17	39	Stockton	"	26	54	Stewart	"	29
9	Missouri	"	18	25	Tacoma	"	17	40	Thornton	"	26	55	Truxton	"	30
10	Ohio	"	18	26	Cleveland	"	17	41	Tingey	"	26	56	Whipple	"	30
11	Maine	"	18	27	Unnam'd gun-boat for lake service.	"	17	42	Wilkes	"	26.5	57	Worden	"	30
12	Plunger	Submarine torpedo-boat.	8	28	Stringham	Torpedo-boat.	30	43	Dahlgren	"	30	58	Hopkins	"	29
13	West Virginia	Armored cruiser.	22	29	Goldsborough	"	30	44	T. A. M. Craven	"	30	59	Hull	"	29
14	Nebraska	"	22	30	Bailey	"	30	45	Chesapeake	Training-vessel for Naval Academy.	60	60	Lawrence	"	30
15	California	"	22	31	Bagley	"	28	46	Bainbridge	Torpedo-boat destroyer	29	61	Maconough	"	30
16	Arkansas	Monitor.	12												

OUR FIGHTERS OF THE SEA.

THE SEA-STRENGTH OF THE EIGHT GREATEST NAVIES OF THE WORLD COMPARED AT THE BEGINNING OF THE YEAR 1900.

THE figures presented in the following tables show the strength of the principal navies, in ships built and building, early in 1900. Small and obsolete ships are not admitted to the comparison, which includes only modern vessels of 3,000 tons and upward, forming really the heavy fighting fleets of the Powers in question. As the different nations have various methods of classifying their ships, a common standard has been chosen for all, conforming closely with United States practice. The tables give some idea of the average sizes of the vessels in the different navies, as well as the numbers of ships. The average speed under each heading is also given.

FIRST CLASS BATTLE-SHIPS.

	Number.	Displacement.	Average Size.	Average Speed.
England	46	608,963	13,237	17.8
France	29	228,126	11,406	16.8
Russia	15	171,399	11,425	17.2
United States	12	137,429	11,425	16.9
Italy	14	169,830	12,131	18.0
Germany	13	140,570	10,813	18.4
Japan	5	70,060	14,012	18.6
Austria	1			

SECOND CLASS BATTLE-SHIPS.

	Number.	Displacement.	Average Size.	Average Speed.
England	24	209,170	8,715	13.7
France	18	134,983	7,409	14.8
Russia	6	55,325	9,221	16.1
United States	1	6,315	6,315	17.8
Italy	1			
Germany	8	58,146	7,298	14.1
Japan	1	7,430	7,430	15.4
Austria	4	29,150	7,288	16.1

COAST DEFENSE BATTLE-SHIPS.

	Number.	Displacement.	Average Size.	Average Speed.
England	18	81,490	4,692	11.5
France	6	31,917	5,320	12.8
Russia	17	73,434	4,320	13.3
United States	10	38,504	3,850	12.1
Italy	5	21,322	4,264	12.0
Germany	9	39,400	3,711	15.6
Japan	1			
Austria	9	44,140	4,904	15.2

ARMORED CRUISERS.

	Number.	Displacement.	Average Size.	Average Speed.
England	24	223,600	9,722	21.1
France	16	120,947	7,559	20.6
Russia	6	58,451	9,742	18.8
United States	2	17,750	8,875	21.4
Italy	5	31,263	6,253	19.9
Germany	2	20,416	10,208	19.0
Japan	5	48,536	9,707	21.1
Austria	2	11,520	5,760	19.5

FIRST CLASS PROTECTED CRUISERS.

	Number.	Displacement.	Average Size.	Average Speed.
England	38	208,920	7,806	20.3
France	7	48,946	6,992	21.0
Russia	6	37,800	6,315	21.0
United States	3	20,620	6,873	22.6
Italy	5			
Germany	6	34,582	5,764	20.1
Japan	11	45,490	4,136	20.3
Austria	4	14,980	3,745	16.7

SECOND CLASS PROTECTED CRUISERS.

	Number.	Displacement.	Average Size.	Average Speed.
England	37	141,680	3,829	19.2
France	23	91,356	3,972	18.1
Russia	3	10,396	3,462	16.5
United States	17	59,629	3,508	18.6
Italy	5	17,271	3,454	17.4
Germany	4	17,193	4,298	20.1
Japan	11	45,490	4,136	20.3
Austria	4	14,980	3,745	16.7

TOTAL FIGHTING FLEETS.

	Number.	Displacement.	Average Size.	Average Speed.
England	180	1,566,733	8,423	18.5
France	190	1,566,733	7,292	17.4
Russia	53	4,685,2	7,676	16.7
United States	45	280,247	6,228	17.2
Italy	29	239,686	8,265	17.6
Germany	42	304,307	7,245	17.2
Japan	22	171,516	7,296	19.6
Austria	19	99,790	5,252	16.2

That some idea of the naval strength of the various political combinations may be formed, a table is presented, showing the power, in battle-ships and in cruisers, of the Anglo-Saxon (sympathetic) alliance, the Franco-Russian or dual alliance, and the triple alliance of Germany, Italy, and Austria-Hungary. The latter nation cannot class with the other Powers in naval strength, but is included for the sake of the above combination.

BATTLE SHIPS.

	Number.	Displacement.	Average Size.	Average Speed.
Anglo-Saxon	111	1,084,801	9,773	16.2
Franco-Russian	82	595,151	7,258	16.1
Triple Alliance	62	496,558	8,009	17.0

CRUISERS.

	Number.	Displacement.	Average Size.	Average Speed.
Anglo-Saxon	120	762,199	6,352	20.3
Franco-Russian	61	367,976	6,032	19.7
Triple Alliance	28	147,235	5,258	19.2

The Anglo-Saxon is seen to have a very comfortable lead over either of the other combinations, and, indeed, is fully on a par with both together; while a common language, similar traditions, and the fact that both parties are sprung from a common stock militate largely to our advantage.

A discussion of the war fleets of several nations is not complete without some mention of their powers of offense, that is, of the guns of various sizes upon which these nations depend, in time of war, to impress upon their foes a conviction of the soundness of the arguments with which they entered the conflict. The appended table shows the number and approximate character of the guns carried by the ships included in the previous lists. It should be noted that all the guns under four-inch, and practically all those from four-inch to eight-inch in calibre, are of the rapid-fire pattern. This statement would not necessarily be true were the smaller and obsolete ships of the various Powers included in the tables.

NUMBER AND CHARACTER OF GUNS CARRIED.

	Twelve-inch and over.	Eight to twelve-inch.	Four to eight-inch.	Under four-inch.	Total.
England	210	365	1,671	4,258	6,504
France	75	103	739	1,596	2,423
Russia	74	127	408	1,853	1,884
United States	64	100	397	820	1,381
Italy	44	36	359	717	1,156
Germany	154	335	869	1,353	2,651
Japan	27	32	245	430	734
Austria	5	82	117	329	533

In these tables the main points to be emphasized, aside from England's great preponderance in every type of vessel and gun mentioned, are: The great size and high speed of the Japanese battle-ships; the weakness of the United States in armored cruisers, our numerical weakness in first-class protected cruisers, but the exceedingly high speed of the three ships of this class which we possess (*Olympia* 21.69, *Columbia* 22.8, and *Minneapolis* 23.07 knots); Russia's weakness in small protected cruisers (to be largely remedied by ships laid down this year); and Japan's very high average speed for the entire fighting fleet; indeed, of the twenty two Japanese ships included, only one, the *Chin Yen*, captured from the Chinese in 1894, has a speed of less than 17.5 knots. This general view of the various navies leads us to a consideration of the units comprising the several fleets. A comparison of the salient points of the latest battle-ships, armored cruisers, and protected cruisers, laid down by the various Powers, is given herewith. In each case the coal supply given is the total maximum bunker capacity. No guns lighter than the German twenty-pounders are mentioned.

BATTLE-SHIPS NOW BUILDING.

	Name.	Tons.	Horse Power.	Speed.	Coal.	Armor, inches.	Battery, inches.
England	Duncan	14,000	18,000	19.	2,000	7.	4 12 0, 12 6 0
France	Suffren	12,728	16,200	18.	1,150	11.8	4 11.8, 10 6.3, 8 3.9
Russia	Tsarevitch	13,110	16,300	18.	2,000	9.	4 12 0, 12 6 0
United States	Maine	12,500	16,000	18.	2,000	11.	4 12 0, 16 6 0
Italy	Benedetto Brin	12,765	18,000	19.	1,000	6.	4 12 0, 4 8 0, 12 6 0
Germany	Kaiser Wilhelm	11,130	13,000	18.	1,000	11.8	4 9.4, 18 5.9, 12 3.4
Japan	Shikishima	15,140	14,500	18.	1,400	9.	4 12 0, 14 6 0
United States	New Jersey	13,500	18,000	18.5	2,000	9.	4 12 0, 4 8 0, 12 6 0

ARMORED CRUISERS NOW BUILDING.

	Name.	Tons.	Horse Power.	Speed.	Coal.	Armor, inches.	Battery, inches.
England	Drake	14,100	30,000	21.	6.	2,500	2 9 2, 16 6 0
France	Jeanne d'Arc	11,370	28,000	23.	6.	2,100	2 7 6, 8 5.5, 12 3.9
Russia	Gromobol	12,330	15,000	19.	6.	2,500	4 8 0, 16 6 0, 6 4 7
United States	California	12,000	23,000	22.	10.	2,000	4 8 0, 14 6 0
Italy	Ferruccio	7,398	13,500	20.	6.	1,000	1 10 0, 2 8 0, 14 6 0
Germany	Bismarck	10,650	13,500	19.	7.9	1,000	4 9.4, 12 5.9, 10 3.4
Japan	Asama	9,750	18,000	21.5	7.	1,400	4 8 0, 14 6 0

PROTECTED CRUISERS NOW BUILDING.

	Name.	Tons.	Horse Power.	Speed.	Coal.	Deck, inches.	Battery, inches.
England	Niobe	11,000	18,000	20.75	1,900	4.5	16 6 0
France	Guichen	8,157	24,000	23.55	1,460	2.	2 6.3, 6 5.5
Russia	Varyag	6,500	20,000	23.	1,000	5.	12 6 0
United States	Denver	3,100	4,500	16.5	700	2.	12 6 0
Russia	Novik	3,003	15,000	25.	500	2.	6 6 0
Germany	Hansa	5,650	10,000	20.	350	3.9	2 8.3, 8 5.9, 10 3.4
Japan	Takasago	4,300	15,500	22.5	1,000	4.5	2 8.2, 10 4.7

Though she is one of the smallest battle-ships noted, our *Maine* compares very favorably with the others in point of speed, is in the front rank in coal endurance, has thicker armor than most of the others, and has a battery surpassed by none unless it be the *Benedetto Brin*, which latter ship compensates for her heavy battery and high speed by scanty protection and a relatively small supply of coal. In view of the fact, however, that the *Maine* is to be armed with the new high-powered guns, she has actually a battery far superior to that of any foreign ship mentioned, or, indeed, of any at present projected. For a determination of this fact a little further analysis is necessary. The particulars are shown in the following tables, in which the first column gives the battery, the second gives the muzzle energy of each gun in foot tons, the third shows the rate of fire in shots per minute from each gun, while the fourth gives the muzzle energy per minute for each type of gun, and the total fire for each ship. The numbers following the names of the ships designate the quotient obtained by dividing the total of each fourth column by this displacement of the ship. They represent, of course, the number of feet the ship could be lifted bodily, in a vertical line, by the energy of one minute's firing from her own guns; and indicate, roughly, the power of the design, as compared with the capital (tonnage) which the naval architect had at his command.

DUNCAN, 38.1.

Battery.	Muzzle energy.	Rate of fire.	Muzzle energy per minute.
4-12 inch.	39,850	34	119,550
12-6 "	4,840	6	29,040
12-12 pounders	423	10	50,760
12-3 "	80	15	14,400
Total			533,190

SUFFREN, 36.6.	Muzzle energy.	Rate of fire.	Muzzle energy per minute.
4-11.8-inch	30,750	34	92,250
8-6.3 "	4,730	6	28,380
8-3.9 "	1,475	10	14,750
16-3-pounders	121	15	29,040
Total			466,330

TSAREVITCH, 42.4.	Muzzle energy.	Rate of fire.	Muzzle energy per minute.
4-12-inch	33,020	34	99,060
12-6 "	4,840	6	29,040
12-12 pounders	423	10	50,760
12-3 "	80	15	24,000
Total			556,140

MAINE, 62.6.			
Battery.	Muzzle energy.	Rate of fire.	Muzzle energy per minute.
4-12 inch	46,246	3/4	138,738
16-6 "	5,838	6	560,448
20-6-pounders	280	15	84,000
40.....Total.....			783,186
BENEDICTO BRIN, 47.2.			
4-12 inch	39,850	3/4	119,550
4-8 "	10,602	2	85,296
12-6 "	4,840	6	318,480
20-12-pounders	423	10	42,300
30.....Total.....			595,626
KAISER WILHELM, 53.8.			
4-9.4-inch	19,905	1	79,620
18-5.9 "	4,213	6	429,726
12-3.4 "	771	10	92,520
34.....Total.....			601,866
SHIKISHIMA, 40.3.			
4-12 inch	39,850	3/4	119,550
14-6 "	4,840	6	406,560
20-12-pounders	423	10	84,600
38.....Total.....			610,710
NEW JERSEY, 62.3.			
4-12 inch	46,246	3/4	138,738
4-8 "	13,602	2	108,816
12-6 "	5,838	6	420,336
16-14-pounders	874	10	139,840
16-3 "	187	15	44,880
Total.....			852,610

In these tables the great fighting value of the American ships, due largely to the adoption of the new high powered guns, is very evident. Not one of the foreign ships approaches the *Maine* in this respect, and the *New Jersey* is seen to be still further removed from European standards. It may be of interest to note that the *Oregon's* fighting power, computed on the above basis for her condition when she fought so gloriously at Santiago, may be represented by 218,556 foot-tons per minute, which has been increased by the adoption of smokeless powder, and the installation of six-inch rapid-fire guns in place of her six-inch slow-fire guns, to 319,296. This is far below the figure for any other ship mentioned, but it is only fair to remark that the bulk of the *Oregon's* battery consists of heavy, slow-firing guns, capable of great penetration and execution, but not showing up to great advantage when it comes to a comparison like the above. In all the above ships it will be seen that the heaviest part of the energy may be traced to the six-inch rapid-fire guns, which give, in the aggregate, from three to five times as heavy a discharge per minute as do the monster pieces heading the lists.

Our new armored cruisers will prove to be the peers of any afloat, and could attack, with a high chance of success, any but the most powerful battle-ships. If, as is reported, the armor-belt is to be ten inches thick, it will at once be seen to offer a far more formidable resistance to inquisitive shells than the belts of the new English, Russian, Italian, and Japanese battle-ships. The design not being complete, however, the particulars are not fully settled, and a thinner belt may finally be decided upon. The *Ferruccio* is interesting as being a slightly enlarged and somewhat modified *Cristobal Colon*, of Santiago fame.

In protected cruisers we do not fare so handsomely. While the other Powers are building fine ships of 4,300 to 11,000 tons, our efforts have culminated in an antiquated design of 3,100 tons, slower by two knots than modern battle-ships. The new Russian cruiser *Novik* is introduced for comparison. The batteries are approximately equal, protection favors the Russian, in coal capacity we are ahead, but in speed—!

On March 3d, 1899, Congress authorized the construction of three more first-class battle-ships, to be called the *Georgia*, *New Jersey*, and *Pennsylvania*; three large armored cruisers, *California*, *West Virginia*, and *Nebraska*, already described, and six partially protected cruisers, likewise described previously. The battle-ships are to be of 13,500 tons displacement, with a speed of eighteen knots, and will much resemble the new *Maine* in appearance. Several designs have been evolved for the distribution of the battery and armor, the chief departures in this respect from the *Maine* being the substitution, in the adopted design, of four eight-inch guns for a similar number of six-inch guns, and a reduction in the thickness of the armor belt from eleven inches to nine inches. In any event, these ships will be most powerful specimens of their class. It is to be regretted that Congress has delayed their construction by requiring that their armor shall be purchased at an absurdly low figure. Their construction has not been commenced; therefore they are not included in the lists of navies, but are included, for comparison, in the lists of individual ships. The armored cruisers are under a like embargo, and it is to be deeply deplored that we are to wait for these fine vessels until Congress sees fit to remove the obstruction. They have been shown in the comparison of individual ships, representing as they do our latest design in this type of vessel, but are not included in the first tables. The small cruisers have been begun, and hence are included in both tables. They represent a distinct retrograde movement in design, for their speed is what was required of ships of similar type fifteen years ago, and they have no compensating advantages. A comparison with foreign-building cruisers of the same size places them in a very unfavorable light.

The new programme, recommended by Secretary Long, and incorporated in President McKinley's message to Congress, contains no battle-ships, but includes three armored cruisers, even larger than the *California* class, three protected cruisers slightly larger than the *Columbia*, and twelve small gun-boats, recommended by Admiral Dewey for service in our new insular possessions. No action has yet been taken by Congress in the matter. In this connection it is interesting to note what other nations are doing in this respect. Secretary Long's report for 1899 shows the new ships laid down during the year to be, in tons:

Battle-ships.	Cruisers.	Torpedo-craft.	Total.
England.....	116,000	127,700	243,700
France.....	25,456	113,943	144,199
Russia.....	57,426	6,375	63,801
United States.....	49,910	4,191	54,101
Italy.....	32,000	1,800	33,800
Germany.....	44,324	2,800	51,324

* Including four monitors.
The total tonnage under construction during the year is stated by the Secretary to be:

Battle-ships.	Cruisers.	Torpedo-craft.	Total.
England.....	251,700	267,080	518,780
France.....	80,281	166,283	246,564
Russia.....	115,713	92,697	208,410
United States.....	107,655	4,935	112,590
Italy.....	78,454	38,901	117,355
Germany.....	99,729	41,851	141,580
Japan.....	59,700	63,280	122,980

* Including four monitors.

As all the vessels called for by Japan's building programme are either completed or under way, no new vessels were laid down during the year. Of the other Powers, only Germany and Italy laid down less tonnage than we did (Germany by a very narrow margin), while Italy alone has less under construction.

Most ominous is the attitude of Germany. Four battle-ships laid down in 1899 make a total of nine under construction, against which we have three and eight, respectively. But the new German programme, extending over eighteen years, contemplates such an addition to the armored fleet that it shall equal the present force of Great Britain. Four hundred million dollars are to be expended. The designed increase will include nineteen first-class battle-ships, eight first-class cruisers, some of which will be armored, and fifteen second-class cruisers. Our new navy, begun, say, in 1885, has cost us \$98,500,000 for ships completed, with an estimated addition of \$62,500,000 to cover ships now under construction, while the programme of March 3d, 1899, calls for \$30,000,000 more, a grand total of \$191,000,000.

The ships just now under construction for the United States Navy form an imposing force—nay, a powerful squadron, able to set at defiance the combined navies of the world outside our six greatest rivals; but we cannot stop here. Other nations are building heavily. Germany is close upon our heels at present, and unless we increase our efforts we will be distanced within a short time. It is evident that we must be prepared to double our fleet within the next ten or twelve years, if we are to maintain our present position.

It may be noted in passing that England will have under construction during the calendar year 1900 seventeen first-class battle-ships, twenty first-class armored cruisers, four protected cruisers, five sloops and gun-boats, and twenty-one torpedo-boat destroyers, besides smaller craft.

Japan, on the opposite side of the globe, has, as already mentioned, substantially completed her great building programme of 1894. But what with the unsettled and at times decidedly threatening state of affairs in the East, the boundless ambition of the vigorous islanders, and their undying hatred of the Russians and of Russian methods, we may expect another large programme to be announced at any moment. Japan has become a factor to be reckoned with, in the Pacific at least. Practically all her interests are concentrated in one quarter, and a given force of ships will therefore "go farther" with her than with a nation like the United States, with two immense sea-coasts to protect, to say nothing of a prospective inter-oceanic canal distant some 1,300 miles from our nearest port.

Captain Alfred T. Mahan, whose authority on naval strategy is unchallenged, maintained, in his recent interesting contribution to *LESLIE'S WEEKLY*, that unless our navy is to fall into the passive state of being one for defense only, we must keep upon the Pacific a force always superior to that of Japan, its Atlantic counterpart being of twice that strength. With this estimate to work on, it may be said that we need at once, in addition to all ships now building or authorized, three first-class battle-ships, ten armored cruisers, and fifteen protected cruisers. This would bring our fighting fleet of forty-five vessels up to seventy-nine, or well ahead of Russia, and would place us upon a firmer footing than we have enjoyed since 1866, when our enormous Civil-War navy began to melt away.

SIDNEY GRAVES KOON.

To Amateur Photographers.

LESLIE'S WEEKLY was the first publication in the United States to offer prizes for the best work of amateur photographers. Many of our readers have asked us to open a similar contest, and we therefore offer a prize of five dollars for the best amateur photograph received by us in each weekly contest, the competition to be based on the originality of the subject and the perfection of the photograph. Preference will be given to unique and original work and for that which bears a special relation to news events of current interest. We invite all amateurs to enter this contest. Photographs may be mounted or unmounted, and will be returned if stamps are sent for this purpose with a request for the return. All photographs entered in the contest and not prize-winners will be subject to our use unless otherwise directed, and one dollar will be paid for each photograph that may be used. No copyrighted photographs will be received, nor such as have been published or offered elsewhere. Many photographs are received, and those accepted will be utilized as soon as possible. Contestants should be patient. No writing, except the name and address of the sender, should appear on the back of the photograph, and in every instance care must be taken to use the proper amount of postage. Photographs must be entered by the amateur who took the picture. Preference is always given to pictures of recent current events of importance, for the news feature is one of the chief elements in selecting the prize-winners.

The Paris Exposition.—During the Paris Exposition *LESLIE'S WEEKLY* will devote a page or more, at intervals, to a special display of photographs taken on the exposition grounds by amateurs. The best photograph, from the standpoint of originality, interest, and artistic merit, at the close of the contest, November 1st, will receive a special prize of twenty dollars, and for each photograph accepted two dollars will be paid on publication. Entries should be marked: "For Paris Exposition Amateur Contest." See general directions.

\$10 FOR THE BEST BICYCLE PICTURE.—In June we will devote a page or more in our amateur prize photographic contest to unique, newsy, and original bicycle pictures sent by amateurs. The prize-winner will receive ten dollars, and for each of the other accepted photographs two dollars will be paid. Entries must be received by June 1st, and should be addressed to "Bicycle Photograph Contest." The same regulations as in the other contests will govern.

Value of Stereoscopic Photographs.

In addition to illustrations by our own artists, we publish several pages in this issue from stereoscopic photographs recently made by the enterprising firm of Messrs. Underwood & Underwood, of this city, who seem to be making much more out of stereoscopic photographs than has ever been thought possible before. This firm for a number of years has been sending their stereoscopic artists, regardless of expense, to the very ends of

the earth to obtain true impressions of every great event, and to bring home to the people of this and other countries the historical and picturesque from all lands. Heretofore, to a great extent, stereoscopic photographs have been thought of merely as a means of entertainment. Recently, however, a great change of sentiment has evidently been taking place, for we hear of the pictures being rapidly introduced into university and private libraries, where they are made to serve an educational purpose. Many prominent educators believe that stereoscopic photographs will eventually have a standard place in all educational institutions.

Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of *LESLIE'S WEEKLY*. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable.]

AN effort is being made in Ohio to pass a law prohibiting the issuance of policies upon the lives of children less than twelve years of age. Such a law should be passed in every State. Child insurance has become one of the great crimes against civilization in Europe, and is rapidly becoming one here. Numberless instances have been reported in which parents have deliberately insured the lives of their little ones for the purpose of sacrificing the children and obtaining the insurance money to gratify bestial appetites. Horrible instances of the cruel treatment of children are constantly being recorded by the press. Does any one doubt that parents guilty of such brutality would hesitate to sacrifice the lives of their little ones to obtain a few dollars of insurance? And what protection have helpless children under the age of twelve, and over that age up to fifteen or sixteen years, against a cruel parent? It is hoped that this matter will be taken up by our humane societies, and that legislation adequate to the emergency will be insisted upon.

"Executor," Cleveland, O.: The Mutual Life of New York grants thirty days' grace on the payment of premiums.

"Tut," Matteawan, N. Y.: Write to the Northwestern Mutual Life, and if the reply is unfavorable communicate with me and I will advise you.

"O. L.," St. Louis, Mo.: Take a fifteen-year endowment policy for \$5,000 or \$10,000 in any one of the great New York companies and you will accomplish your purpose. With an income of \$5,000 a year, you can afford it.

"Workman," Portland, Me.: You can obtain a loan from the Mutual Life upon your policy at five per cent. per annum, if your policy has been issued longer than three years. Address the president of the company at New York.

"G. M.," New York: It would be advisable for you to give preference between the companies named to a policy in some company like the New York Life. It will cost you more at the beginning, but will give you more at the end, and absolute security will be guaranteed.

"Clerk," Kansas City, Mo.: With your limited income I would advise a straight life policy, or one for a limited term, with the option of renewal. This would not be expensive, and in a good company would be practically an investment. The older you grow the greater will be the value of your policy.

"R. L.," St. Louis, Mo.: There is such a thing as taking out a life-insurance policy as an investment. Any agent of any great company will show you the different forms of such investments. It is true that they provide for the return, at the end of a stipulated period, of nearly all the money that you have put in, but of course not with the interest included. I can send you a form of contract offered by any of the large companies. But you can get it just as well from a local agent.

The Hermit.

If You Feel "All Played Out"
Take Horsford's Acid Phosphate.

It repairs broken nerve force, clears the brain, and strengthens the stomach.

How To Avoid Wrinkles.

IN the presence of the immense success obtained by Dr. Dys' Toilet Sachets in Paris, for the freshness of the complexion, their preparer, V. Darsy, has just opened a branch in New York, at 129 East Twenty-sixth Street. The milk spread by these Sachets in toilet water instantaneously stops you from growing older, and by degrees restores you to youthfulness. Wrinkles never appear on the face of ladies who follow this treatment.

That Little Book

"Babies," issued by Borden's Condensed Milk Company, New York, should be in the hands of all young mothers. The hints it contains are invaluable to the inexperienced. Sent free upon application.

Coffee Argument.

NEW EVIDENCE OF THE EFFECT.

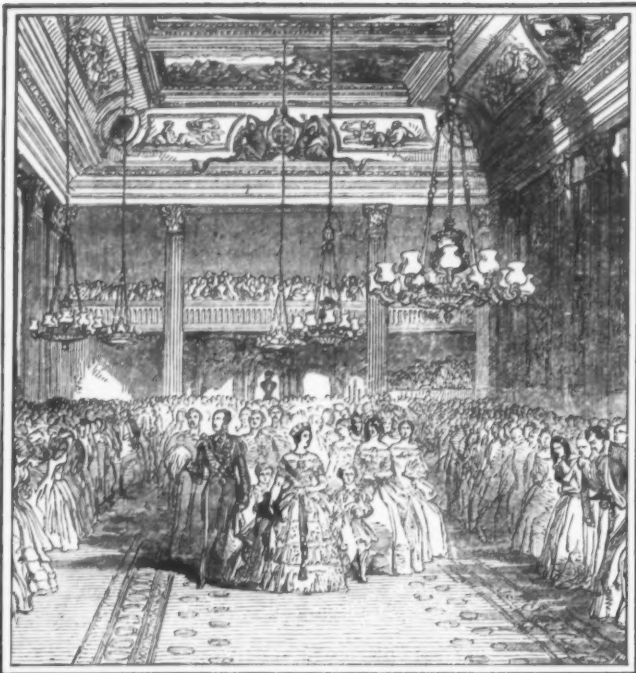
A SOUTH DAKOTA man, W. A. Dawley, Sturgis, explains the condition some men get into from coffee-drinking. Let it be understood that coffee seems to agree with some people well enough, but when a person finds it does not agree, it is better to leave it off. He says: "I used coffee about twenty years, and quit it September 30th, 1898. I had become almost a complete wreck, thin in flesh and emaciated, dyspepsia and indigestion of the worst order, nerves shattered, no appetite, slept very little, and my blood was so thin that the slightest breeze chilled me through."

"Medicines gave no relief; I had about given up, when I finally concluded to investigate and see if it was really true, as I had read in a number of your statements, that coffee acted like a poison to some people. It was an easy matter to leave off coffee when I took Postum Food Coffee, for the food coffee tasted as good as the other, and, to my surprise, it set good on my weak stomach."

"I have been buying the Postum through my grocer, Mr. James Meyer, and always have followed directions carefully. I liked it from the first, and have drunk Postum three times a day ever since. Have gained twenty pounds in weight, my appetite is better than ever before, my sleep perfect, dyspepsia is a thing of the past, and my nerves are what they should be. I can vouch for the statement that Postum Food Coffee 'makes red blood' and plenty of it. My son, Amos Dawley, of this city, has been completely cured of dyspepsia in three months by quitting coffee and using Postum Food Coffee. This is given you as an honest testimonial of the priceless value of your (to me) life-saving food drink. You are welcome to use my name if you want." Respectfully.



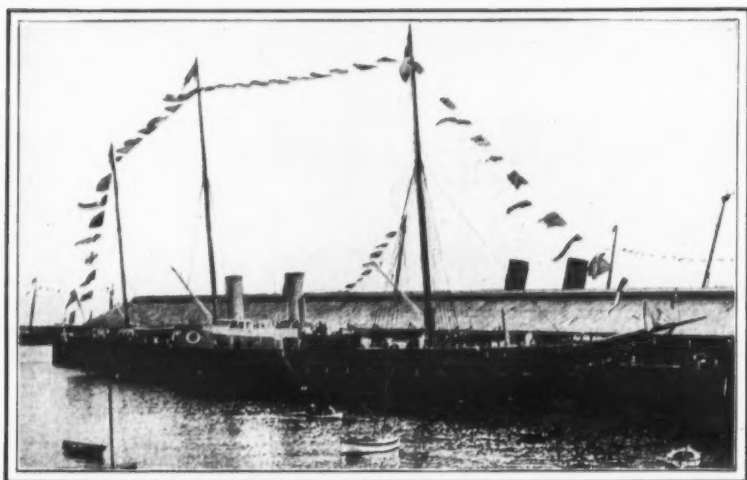
H. R. H. THE PRINCE OF WALES, WHOSE ASSASSINATION WAS ATTEMPTED IN BELGIUM.



THE FIRST VISIT OF QUEEN VICTORIA TO IRELAND, AFTER HER MARRIAGE—RECEPTION IN ST. PATRICK'S HALL, IN THE CASTLE AT DUBLIN.



HER MAJESTY, QUEEN VICTORIA, WHO HAS RECEIVED A ROYAL WELCOME TO IRELAND.

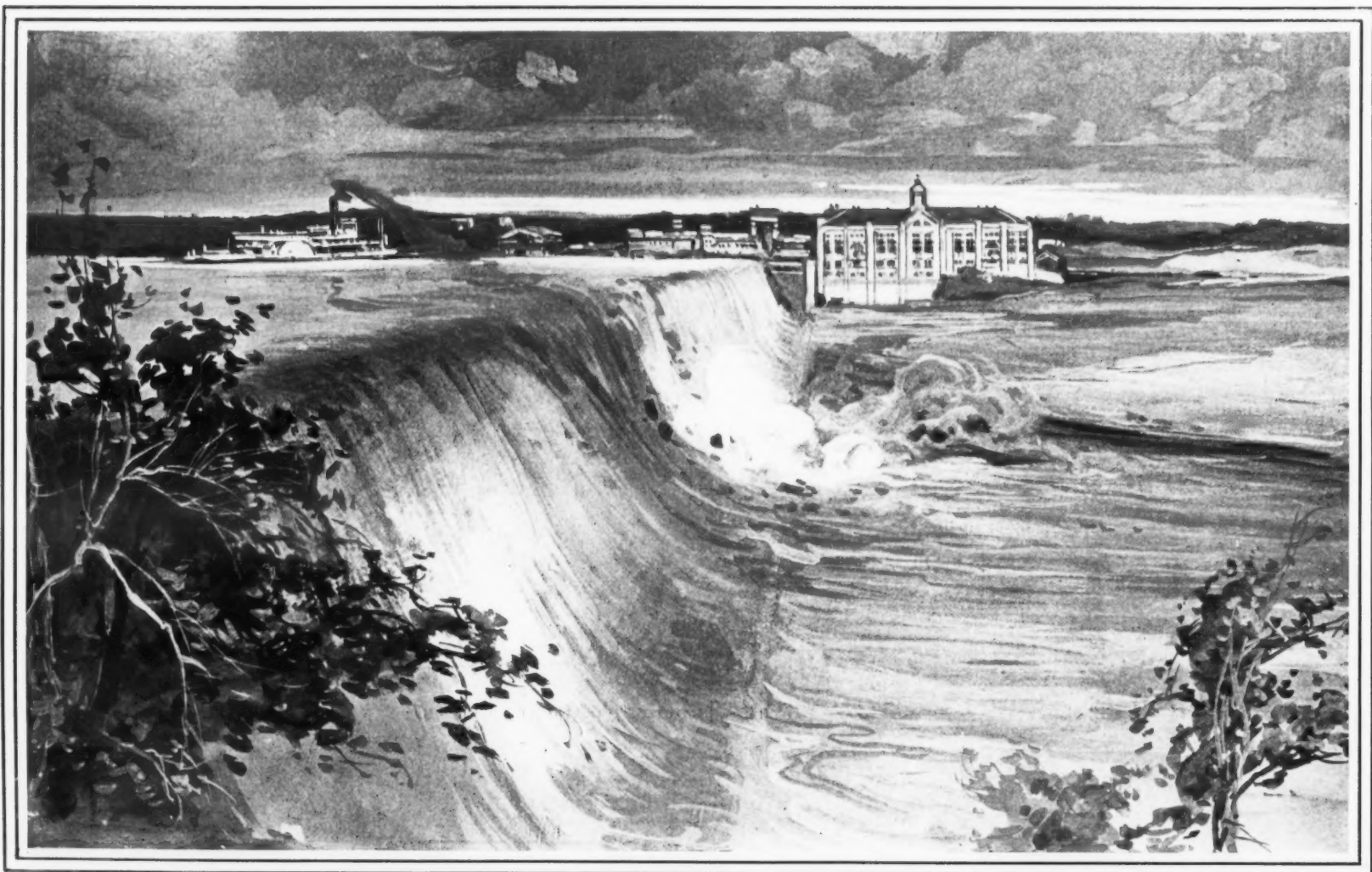


THE ROYAL YACHT, "VICTORIA ALBERT," ON WHICH THE QUEEN MADE HER JOURNEY TO IRELAND.

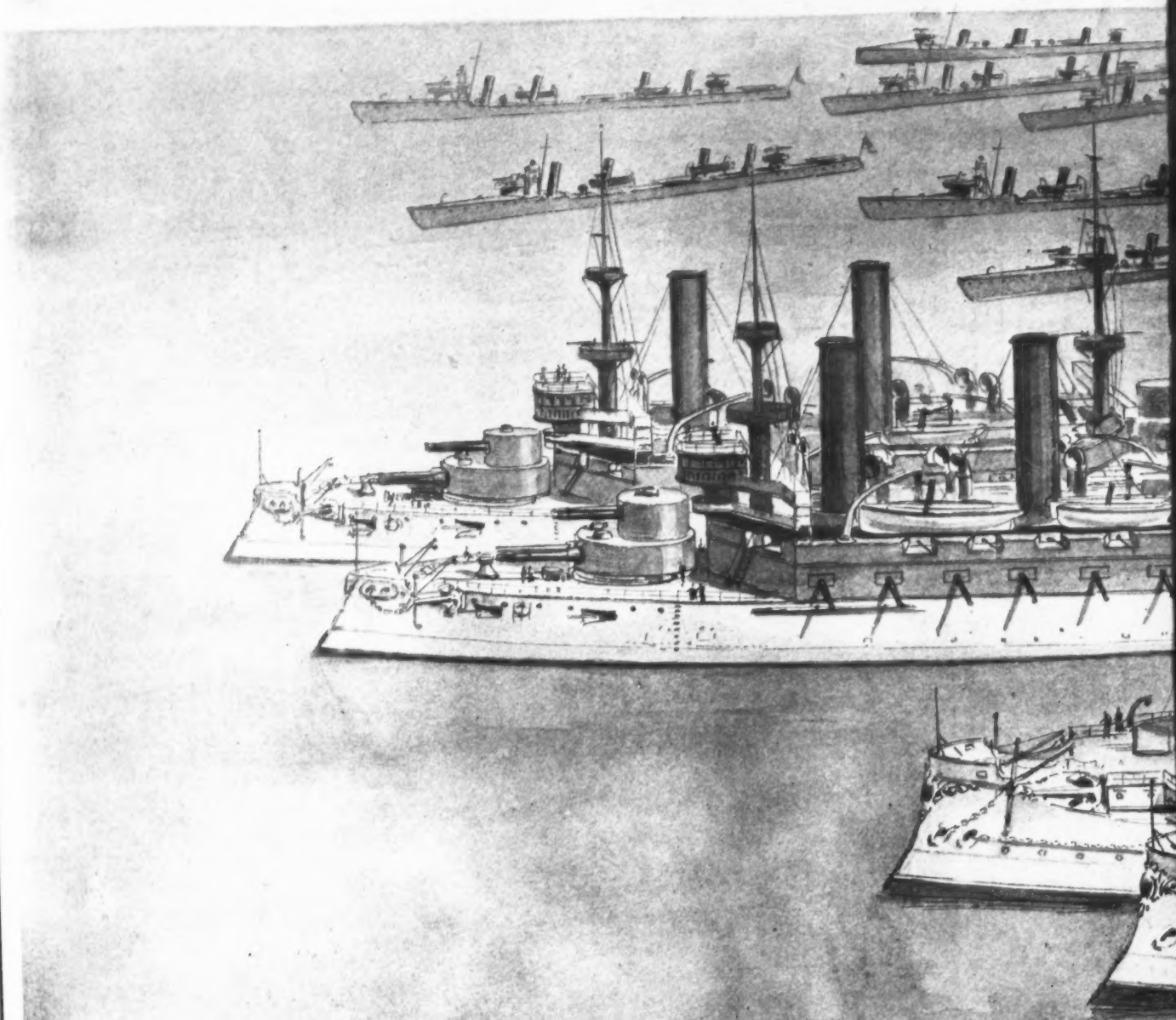


DUBLIN'S WELCOME TO THE PRINCE AND PRINCESS OF WALES, ON THE OCCASION OF THEIR LAST VISIT TO IRELAND—PROCESSION ON COLLEGE GREEN.

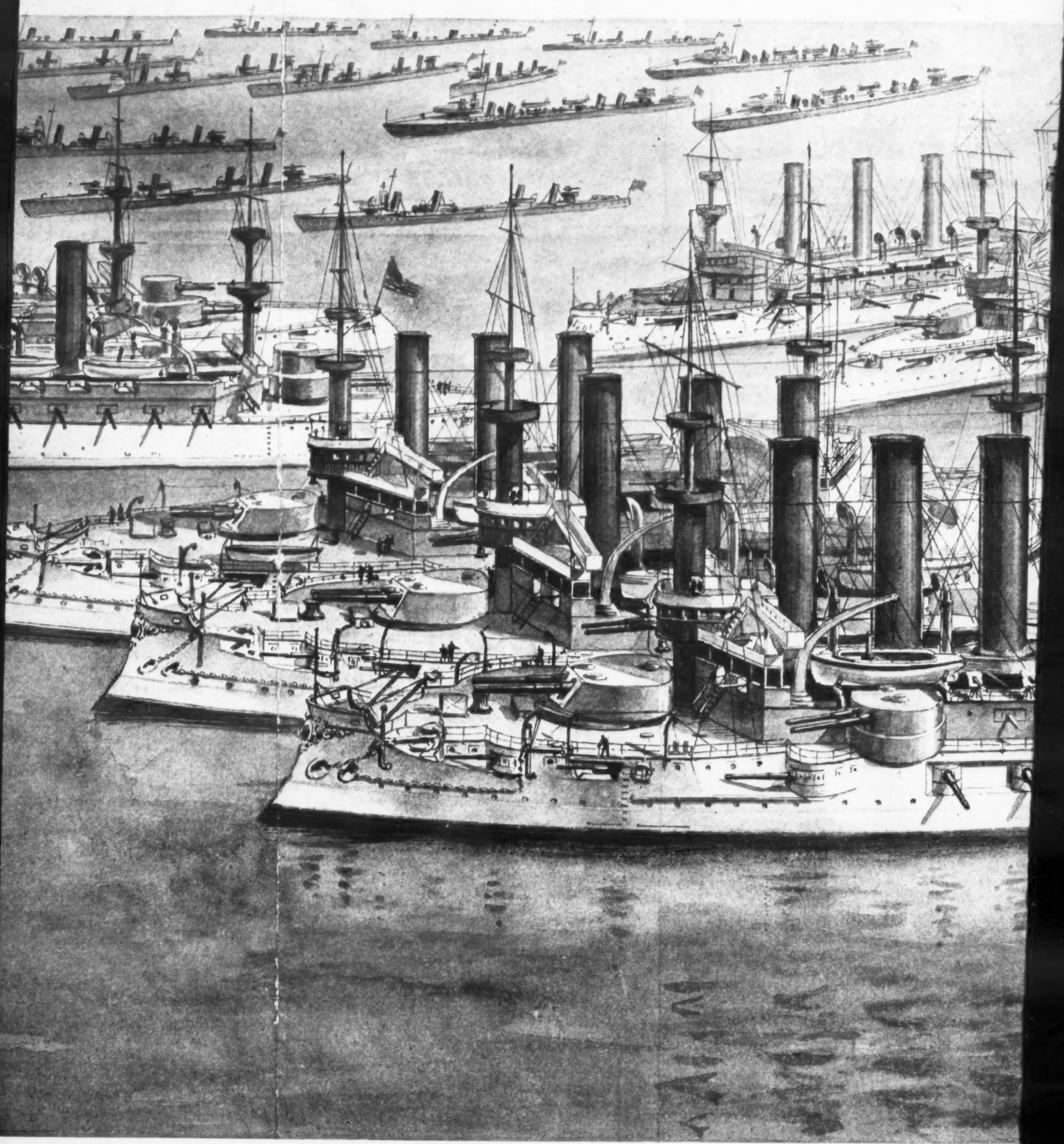
QUEEN VICTORIA REVISITS IRELAND FOR THE FIRST TIME IN THIRTY-NINE YEARS
FORMER VISITS OF THE ROYAL FAMILY TO DUBLIN RECALLED BY THE GENEROUS WELCOME EXTENDED TO HER MAJESTY.



DESTRUCTION OF THE FAMOUS MILLION-DOLLAR DAM AT AUSTIN, TEXAS.
THE RAGING FLOOD IN THE COLORADO RIVER, WHICH CARRIED DEATH AND DEVASTATION ALONG ITS TRACK.—[SEE PAGE 307.]



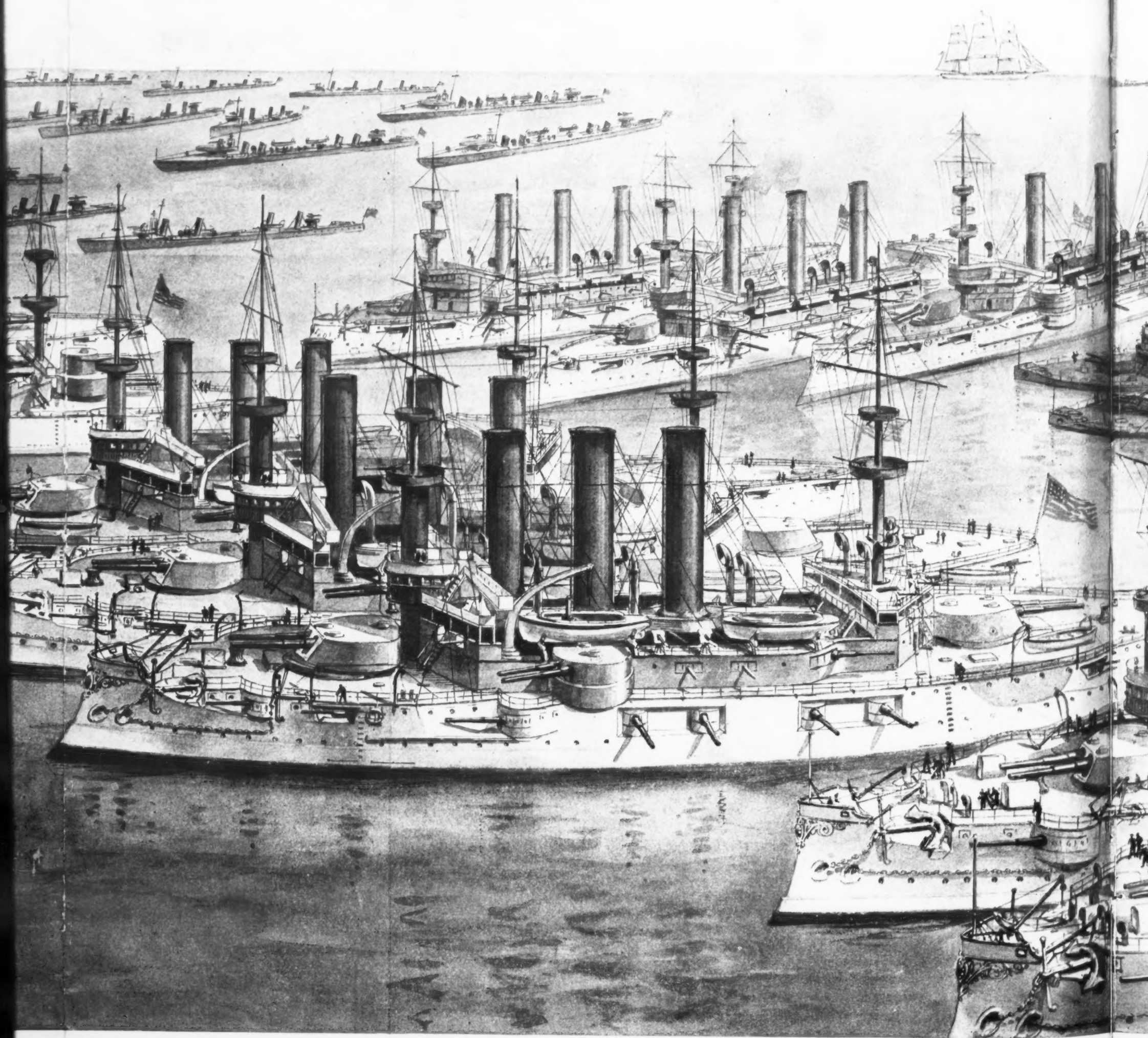
F. Cresson Schell.



DOUBLING THE FORM

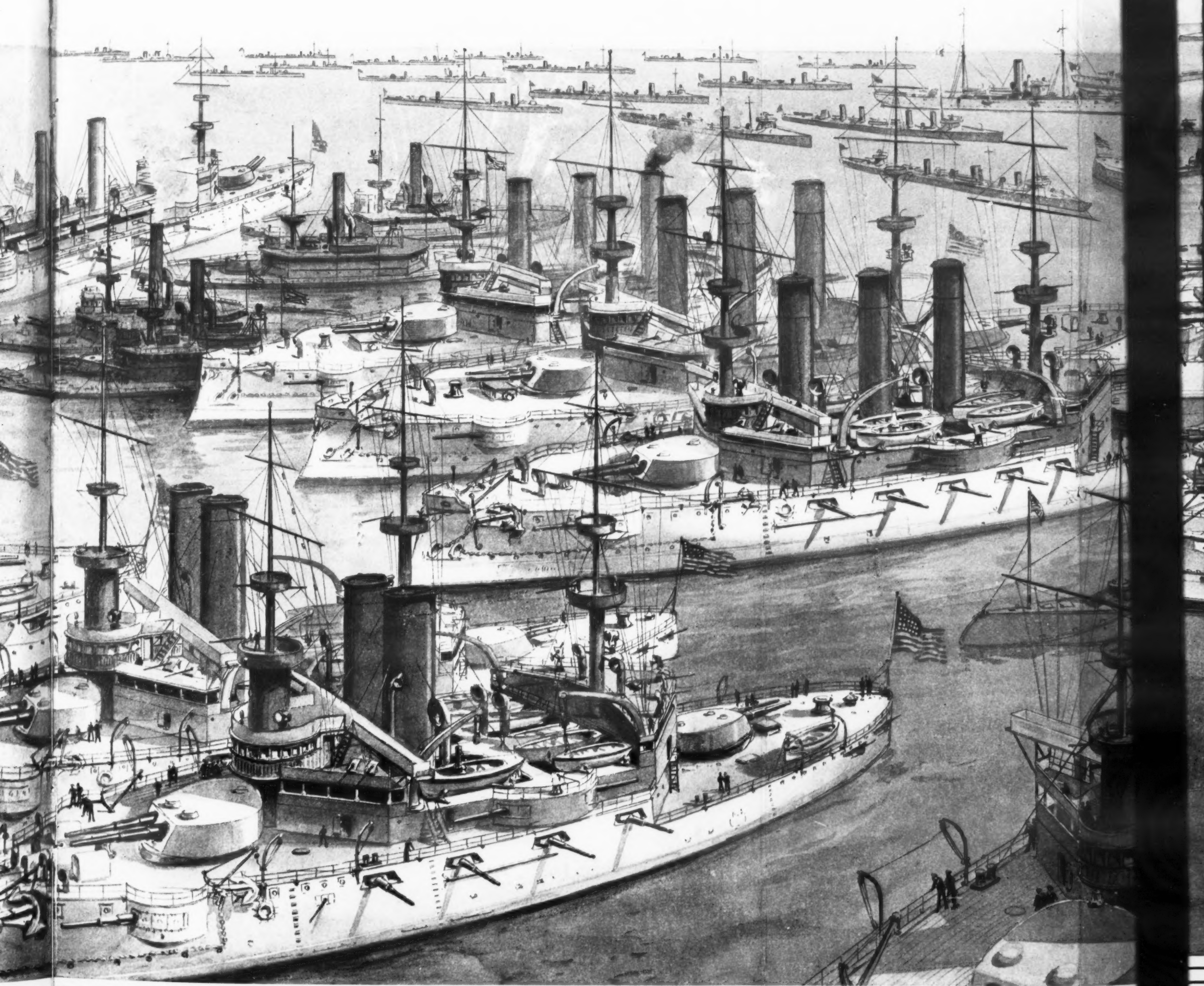
THE VAST FLEET OF NEW WAR-VESSELS AUTHORIZED
ITSELF, BUT, INCLUDING ALL THESE NEW VESSELS

DRAWN FOR "LESLIE'S WEEKLY"



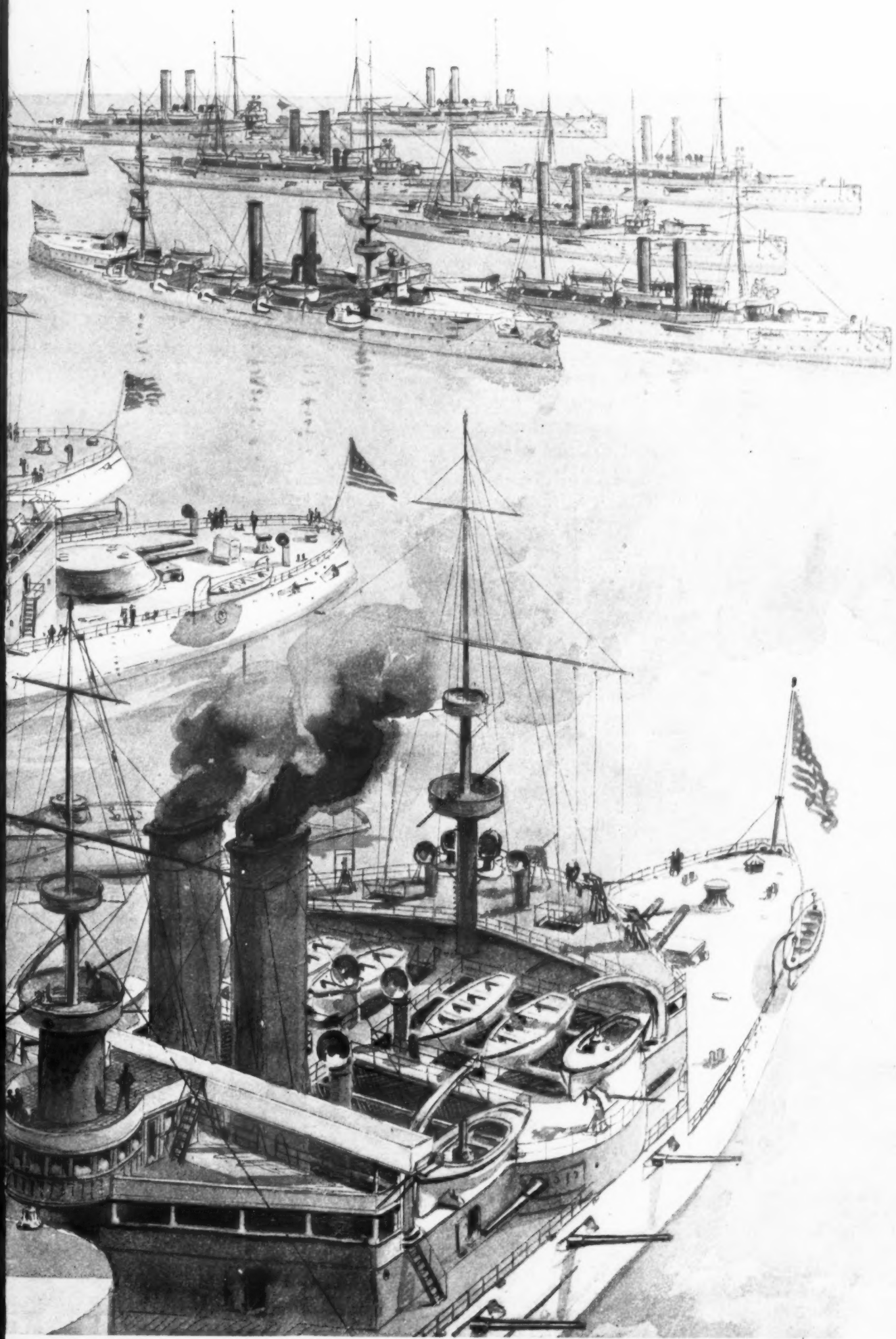
DOUBLING THE FORMIDABLE NAVY OF THE UN

THE VAST FLEET OF NEW WAR-VESSELS AUTHORIZED BY CONGRESS, NOW IN PROCESS OF CONSTRUCTION
ITSELF, BUT, INCLUDING ALL THESE NEW VESSELS, OUR TOTAL NAVAL ARMAMENT WILL ONLY EQ
DRAWN FOR "LESLIE'S WEEKLY" BY ITS SPECIAL ARTIST, F. CRESSON SCHELL.—[SEE INTERESTING



THE UNITED STATES AT A COST OF \$250,000,000.

CONSTRUCTION AND FOR THE MOST PART APPROACHING COMPLETION. IT LOOKS LIKE A MIGHTY NAVY IN ALL ONLY EQUAL THE ADDITION THAT ENGLAND HAS MADE TO ITS NAVY DURING THE PAST YEAR. SEE INTERESTING ARTICLE ON "THE NAVIES OF THE WORLD," BY SIDNEY GRAVES KOON, ON PAGE 310.]



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The
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correct
them
for
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Knowing
Cyclists
will not
Ride



The
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If your dealer should
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FITTING THE JACKET ON THE GREAT 16-INCH RIFLE AT THE WATERVLIET ARSENAL. —[See page 307.]



RUINS OF THE CONVENTION HALL AT KANSAS CITY, WHERE THE DEMOCRATIC NATIONAL CONVENTION WAS TO HAVE BEEN HELD—IT WILL BE PROMPTLY REBUILT.



THE NEW POPULAR COMIC OPERA, "THE VICEROY," AT THE KNICKERBOCKER THEATRE, NEW YORK.

WILLIAMS' SHAVING STICK



Mammoth Shaving Stick Sent to the Paris Exposition.

Height 4 feet
Diameter 19 in.
= Contains =
465 lbs. of Soap

A WILLIAMS Shaving Stick of the ordinary size will furnish about 300 shaves. This mammoth shaving stick is equal to 4,450 of the ordinary size—or enough to shave a man every day in the year for 3,657 years!

The size is exaggerated, but it is impossible to exaggerate the splendid qualities which have given Williams' Shaving Stick world-wide fame.

The deliciously creamy, permeating lather, its remarkably softening effect upon the beard, its convenience of form, and its strong, unique case, make Williams' Shaving Stick the very perfection of shaving soap.

Williams' Shaving Soaps are used by all first-class barbers, and are sold everywhere. By mail if your dealer does not supply you.

Williams' Shaving Stick, 25 cents. Luxury Shaving Tablet, 25 cents.
Genuine Yankee Shaving Soap, 10 cents. White Glycerine Toilet Soap, 10 cents.
Williams' Shaving Soap (Barbers) 6 round cakes 1 lb., 40 cents. Exquisite also for toilet.
Trial tablet for 2-cent stamp.

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DRESDEN
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A DREAM OF SPRING

THE COLUMBIA CHAIN WHEELS for 1900 have every improvement found in the chainless models, aside from the driving mechanism. Price, \$50.00.

The new **HARTFORDS, STORMERS** and **PENNANTS** are medium-priced but up to date in construction, handsomely finished and reliably made throughout, \$35, \$30, \$25.

THE COLUMBIA COASTER BRAKE may be attached to almost any modern bicycle, chainless or chain-driven. Being of the outside type it does not twist or strain the spokes of the driving wheel, and there is no undue wear upon the mechanical parts of the brake when in operation. It is undoubtedly the most effective labor-saving device ever attached to the bicycle. Price, \$5.00 when ordered with new 1900 machines.

See Columbia and Stormer Catalogues.

The pleasures and benefits of cycling are best realized by riders of the

COLUMBIA BEVEL-GEAR CHAINLESS.

Its perfect smoothness of running, noiselessness, cleanliness and other advantages of the completely enclosed driving mechanism, afford the highest degree of comfort, convenience and ease in riding. The new models are much lighter than any chainless bicycles previously made and present many radical changes and improvements.

Models 65 and 66 (entirely new) \$75.00. Models 59 and 60, \$60.00.

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THE TRUMP OF FAME

Has heralded our wares to all nations of the Earth. They are Pure and Good. Consequently, folk in all lands like them. A few of our products are:

Eagle Liqueurs, Eagle Maraschino Cherries,
Eagle Brandy, Eagle Crystallized Liqueurs,
Eagle Bitters, Eagle Popular Cocktails,
Eagle Fruit Syrups.

NOVENA OLD RYE
(AMERICA'S MODEL WHISKY)

Illustrated Catalogue Sent Free Anywhere.

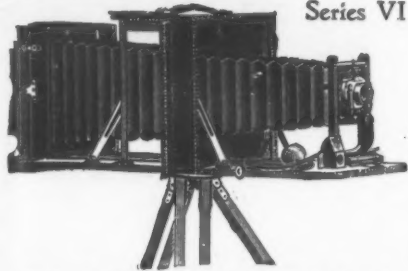
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1900- 36th -1900

Annual Statement

OF THE

TRAVELERS

INSURANCE COMPANY.

Chartered 1863. (Stock.) Life and Accident Insurance.
JAMES G. BATTERSON, Pres't.

Hartford, Conn., January 1, 1900.

PAID-UP CAPITAL, \$1,000,000.

ASSETS.	
Real Estate, - - - - -	\$2,049,222.72
Cash on hand and in Bank, - - - - -	1,810,269.96
Loans on bond and mortgage, real estate, - - - - -	5,981,842.52
Interest accrued but not due, - - - - -	245,983.39
Loans on collateral security, - - - - -	1,497,175.51
Loans on this Company's Policies, - - - - -	1,305,307.27
Deferred Life Premiums, - - - - -	340,997.04
Premiums due and unreported on Life Policies, - - - - -	259,449.36
Government Bonds, - - - - -	789,016.96
County and municipal bonds, - - - - -	3,114,997.64
Railroad stocks and bonds, - - - - -	7,819,225.19
Bank stocks, - - - - -	1,258,674.00
Other stocks and bonds, - - - - -	1,288,350.00
Total Assets, - - - - -	\$27,760,511.56

LIABILITIES.	
Reserve, 3 1/2 per cent., Life Department, - - - - -	\$20,406,734.00
Reserve for Re-insurance, Accident Dept., - - - - -	1,500,369.22
Present value Installment Life Policies, - - - - -	783,193.00
Reserve for Claims against Employers, - - - - -	586,520.26
Losses in process of adjustment, - - - - -	219,833.02
Life Premiums paid in advance, - - - - -	33,178.11
Special Reserve for unpaid taxes, rents, etc., - - - - -	110,000.00
Special Reserve, Liability Department, - - - - -	100,000.00
Total Liabilities, - - - - -	\$23,739,827.61

Excess Security to Policy-holders, - - - - -	4,020,683.95
Surplus, - - - - -	\$3,020,683.95

STATISTICS TO DATE.

LIFE DEPARTMENT.	
Life Insurance in force, - - - - -	\$100,334,554.00
New Life Insurance written in 1899, - - - - -	17,165,636.00
Insurance on installment plan at commuted value.	
Returned to Policy-holders in 1899, - - - - -	1,522,417.06
Returned to Policy-holders since 1864, - - - - -	16,039,380.95

ACCIDENT DEPARTMENT.	
Number Accident Claims paid in 1899, - - - - -	15,386
Whole number Accident Claims paid, - - - - -	339,636
Returned to Policy-holders in 1899, - - - - -	\$ 1,227,977.34
Returned to Policy-holders since 1864, - - - - -	23,695,539.94
Totals, - - - - -	\$ 2,750,394.40
Returned to Policy-holders in 1899, - - - - -	\$9,734,920.89

SYLVESTER C. DUNHAM, Vice-Pres't.
JOHN E. MORRIS, Secretary.
H. J. MESSENGER, Actuary.
EDWARD V. PRESTON, Sup't of Agencies.
J. B. LEWIS, M.D., Surgeon and Adjuster.

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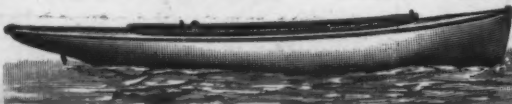
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